THE Steamer

四拜禮

號五十月六英港香

Banks.

Vokohama specie bank, limiteu ESTABLISHED 1880.

SUBSCRIBED CAPITAL......Yen 12,000,000 PAID-UP CAPITAL 10,500,000 RESERVE FUND.....

Head Office: YOKOHAMA. Branches and Agencies.

NEW YORK. LYONS. LONDON. SAN FRANCISCO, HONOLULU SHANGHAL

LONDON BANKERS: THE LONDON JOINT STOCK BANK, Ld. PARRS' BANK, Lt. THE UNION BANK OF LONDON, Ld.

HONGKONG-AGENCY: -INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily-Balance. On fixed deposits for, 12 months at 5 per cent.

Agenta Hongkong, 7th April, 1899.

LIONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL...........\$10,000,000 RESERVE FUND\$10,000,000

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. SIEBS, Esq., Deputy Chairman.

A. J. Raymond, Esq. Haupt, Esq. P. Sachse, Esq. R. H. Hill, Esq. The Hon. J. J. Keswick. | E. Shellim, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER:

Hongkong-Sir Thomas Jackson. Shanghai---J. P. WADE GARDNER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED, HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent

per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 24 per Cent. per Annum. For 6 months, 32 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON,

Chief Manager.

Hongkong, 6th June, 1899. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong And SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongrong and Shanghat BANKING CORPORATION, T. JACKSON, · Chief Manager.

Hongkong, 1st August, 1895.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. - Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office :-SHANGHAL Branches and Agencies.

CANTON. HANKOW. CHEFOO. PEKING. SWATOW. CHINKIANG. FOOCHOW. TIENTSIN

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months. E. W. RUTTER.

Acting Manager. Hongkong, 15th October, 1898. THE NATIONAL BANK OF CHINA

LIMITED. Authorised Capital£1,000,000

HEAD OFFICE -HONGKONG. Board of Directors:-Chan Kit Shan, Esq. ...

Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Hongkong, 30th May, 1899. THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE; LONDON.

annum on the Daily Balances On Fixed Deposits for 12 months ... 4 per cents

T.H. WHITEHEAD

Manager, Hongkong

Hongkong, 20th May, 1608.

Hongkong, 20th May, 1608.

M. POWELL & Co.,
Immediately Opposite Post Overce

JET. Hongkong, 20th May, 1608.

SHANGHAI ... Ballaurat ... C. L. W. Feild About 23rd June ... Freight or Passage. LONDON, &c.... Nubiat G. C. Henning, R.N.R... Noon, 24th June Freight or Passage.

Intimations.

PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY.

* (Passing through the Inland Sea). † (See Special Advertisement). "

For Further Particulars apply to

FOR STEAMERS TO CAPTAINS

Hongkong, 12th June, 1899.

H. A. RITCHIE, Superintendent.

NAVIGAZIONE GENERALE ITALIANA (Floring and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANC, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,

LEGHORN AND GENOA, (DIRECT WITHOUT TRANSHIPMENT). Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, .. NORTH and SOUTH AMERICAN PORTS up to CALLAO,

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

IS THE BEST.

PER DOZEN

PRICE & Co.,

12, QUEEN'S ROAD. Hongkong, 19th May, 1899.

Per case 1 doz. quarts... Telephone Per case 2 doz. pints

STRONGLY RECOMMENDED FOR INVALIDS.

CALDBECK, MACGREGOR & CO., SOLE AGENTS.

Hongkong, 25th May, 1899.

Ba. S.S. " NUBIA." Latest Novelties in trimmed and untrimmed HATS and BONNETS. A Choice Selection of CILLDRENS White Washing BONNETS and HATS:

INTEREST ALLOWED on CURRENT FURNISHING DEPARTMENT - New Oil Cloths & Linoleums, &c., &c. N.B.—An early Inspection Solicited.

Untimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTE ERS OF THE Best Qualities of ASBESTUS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds,

"VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for ever DESCRIPTION of WORK. SUPERINTENDENT......THOS. SKINNER

DODWE L & CO., LIMITED, General Agents,

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899. GEO. J. CASANOVA,

WOULD NOT HAPPEN

IF YOU USE

THE STRONGEST KNOWN

DISINFECTANT.

WATKINS & CO. 66, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1899.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN. FLETCHER & CO.

CARMICHAEL & CO.

CLUBHOTEL. LIMITED.

No. 5-B, BUND, YOKOHAMA

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

The PETER SYS COMPANY, (Proprietors and Sole Manufacturers),

12th October, 1898.

APANESE POTOGRAPHER, M. MUMEYA.

HIGH CLASS PORTRAITURE IN ALL STYLES. ENLARGEMENTS up to 96" x 48"

Choice Collection of Coloured Local Views Costumes, Japanese Albums of every

Description with Gold and Cherry Lacquered Covers in Several Sizes.

All descriptions of work done for Amateur Photographers and a SPECIALITY MADE of DEVELOPING FILMS IN THE SUMMER.

NOTE. Films are very liable to dissolve during development in a tropical climate, but by using the special developer supplied by this studio, this danger is obviated without the use

> No. 8a, Queen's Road Central, (Opposite the Marine House) Hongkong

Some one

Carries the Risk

9, Old China Street,

Shanghai.

1242

Who carries the risk on your life? If you are not assured your wife and children carry it. If your house burns down without insurance, you have carried the risk and have to bear the loss. If you die without assurance your family has to bear the loss. Don't let them carry the risk any longer; they can't afford it.

THE EQUITABLE.

(RELIGIOUS PROCESSION.)
WEATHER PERMITTING

Intimations.

EXCURSION TO MACAO.

THIRTY DOLLAR

ORIENTED ABBESTOR

will make an Excursion Trip to MACAO, on SUNDAY, the 18th instant, leaving Hong. KONG at 9 A.M. and returning at to P.M.

FARE

NO SINGLE PARE. TICKETS to be had at the

HONGKONG PRINTING PRESS Messrs, CAMPBELL, MOORE & COS STORE.

Hongkong, 15th June, 1899. NOTICE.

THE SECOND GYMKHANA MEET. I ING of this SEASON will be held on the RACE COURSE, HAPPY VALLEY, on SATURDAY, the 17th June.

G. C. MOXON,

Gymkhana. Hongkong, 25th May, 1899.

FACILITIES FOR ICE AT KOWEGON. THE HONGKONG ICE CO., LIMITED,

having appointed me Agent for the sale. of their ICE at Kowloon, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES. H. RUTTONJEE

Elgin Street, Kowloon. Hongkong, 3rd May, 1899.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above L Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES

SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Let.

TO LET ID COMS with or without BOARD, in CEN-TRAL POSITION. Summer Rates.

c/o of this Office. Hongkong, 17th May, 1899: TO LET.

CEMI-DETACHED VILLA RESIDEN. OES on Bowen Road (now in course of PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PERL STREET.

OFFICES :- ist floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messis, MELCHERS & Co.) THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD. Hongkong, 18th May, 1899. TO LET.
WITH IMMEDIATE POSSESSION.

HE SECOND FLOOR of No. 7. QUEEN'S ROAD
Apply to
E. D. SASSOON & CO.

Hongkong, 23rd May, 1800. TO-LET. ONE LARGE ROOM, THIRD FLOOR QUEEN'S BUILDINGS. S. W. CORNER

Apply on PREMISES.
Hongkong, 31st May, 1899. [7359

OFFICE ROOMS on itst floor of No. 4.
Queen's Road, Central, (lately the 14
PERIAL BANK OF CHINA) Acting Manage.

Acting Manage.

Apply to

Compressore Office.

Branch Office

Branch Office

Compressore Office.

E. C. HOCHAPPELY

No. 9, Pmya Ceptral Hongkong 170a - Hongkong 21rd Masch 1800

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY LIMITED

FOR AMOY AND TAMBUL THE Company's Steamship

"FORMOSA," Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 16th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 15th June, 1899.

CHINA NAVIGATION COMPANY LIMITED,

FOR TAKOW. THE Company's Steamship

"NINGPO." Captain, Phillips, will be despatched TO-MORROW, the 16th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 15th June, 1899. DOUGLAS STEAMSHIP COMPANY

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

" HAIMUN." Captain Milroy, will be despatched for the above Ports, on SATURDAY, the 17th instant,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 15th June, 1899.

CHINA NAVIGATION COMPANY

FOR SHANGHAL THE Company's Steamship

Captain Frazier, will be despatched as above on SATURDAY, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 15th: June, 1899.

THE OSAKA SHOSEN KAISHA. FOR SWATOW, AMOY AND TAMSUI

THE Company's Steamship 'SUMIDAGAWA MARU."

Captain S. Namekata, will be despatched for the above ports, on WEDNESDAY, the 21st instant, at Daylight. For Freightfor Passage, apply to MITSUI BUSSAN KAISHA,

Hongkong, 15th June, 1899.

FOR NEW YORK VIA SUEZ GANAL. THE British Steamship

"MACDUFF," will be despaiched for the above port on or the 22nd instant, 💉

STEAMERS.About 30th June. 'GHAZEE"..... "COMMONWEALTH" For Ereight, apply to DODWELL & CO., LIMITED.

Hongkong, 13th June, 1899. THE "MOGUL" LINE OF STEAMERS.

FOR SHANGHAL KOBE AND THE Steamship

"BRAEMAR" , will be despatched for the above ports, on FRIDAY, the 23rd instant. For Freight or Passage, apply to DODWELL & CO. LIMITED.

Hongkong, 15th June, 1899. THE EAST ASIATIC CO. LIMITED.

FOR MARSEILLES, COPENHAGEN AND ST. PETERSBURG. THE Company's Chartered Steamship 'NORDHAVET." Captain Olsen, will be despatched as above

on or about SATURDAY, the 24th instant.

For Freight, apply to ARNHOLD, KARBERG & Co.,

Hongkong, 15th June, 1899. PACIFIC MAIL STEAMSHIP COMPANY

CONSIGNEES of CARGO per Steamship

NOTICE

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate, delivery of their Goods from

Cargo impeding the discharge of the-Vessel will be landed and stored at Consignees' risk and expense.

Hongkong, 15th June, 1899.

AN APPEAL

CONVENT: CAINE ROAD begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind

Intimation.



A. S. WATSON & Co. LIMITED.

MINORTERS OF HIGH-CLASS SHERRIES

B.—Superior Pale Dry. dinner wine. Green Scal. Capsule :-

C.-MANZANILIA, PALE NATURAL SHERRY, Capsule - - -

CC -Superior Old Day, PALE NATURAL SHERRY, Red Seal Capsule

D.—Very Superior Old PALE DRY, choice old wine, White Seal Capsule -

E.—Extra Superior Old ALE DRY, very finest quality, Black Scal Capsule (Old

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

- Sample bottles and smaller quantities will be supplied at proportionate. wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Gelegraph

Hongkong, Thursday, June 15, 1899.

NOTES AND COMMENTS.

We strongly commend to the attention of our readers to an extract from the third number of The London Letter which we take the liberty of publishing. Alt contains a very clear and a very plain spoken expression of opinion from the JOHN DOWNRIGHT, whoever he may be, on the nature and value of the recent convention between Russia and England upon which our statesmen, and especially Lord Salasnuky, are priding themselves so much. The convention is o no practical value whatever and its signature. by Russia has only been a sop thrown to the Cerberus of English public opinion to throw the British public off, its guard while the astute Russian is crossing the barriers which. he should never have been allowed to an-

A peculiar law case is in progress in Eng land, and one of the decisions given in it is of no little international interest. A man named Burrows, who was wounded in the JAMESON raid, brought an action against Mr. RHODES for damages. Mr. Rhodes cooly pleaded that Burrows could not bring action, as he was particeps criminis. This view was not adopted by Mr. Justice GRAN THAM, before whom the case was heard. He argued as follows:-

". As the expedition in question is alleged to have been something in the nature of a highway robbery, I am surprised that the defendants did not refer to the case of Everet Williams, mentioned in 'Lindley on Partner ship fifth ed,, 101), which it was said was a suit by one highwayman against another for an account of their plunder, the bill alleging that the plaintiff was skilled in dealing in several commodities, such as plate, rings, watches, purses, &c., and that the defendant applied to him to become a partner, and that -after dealing together at several places, such as Bagshot, Hampstead, Salisbury, etc., they differed as to their respective shares, and so the suit in Chancery was instituted [fo an account. The bill was dismissed with costs, because it was held that they were both particeps crivinis, and so plaintiff could not recover. Perhaps it may be that the learned counsel were afraid to refer us to this case lest the same results should happen, viz that the counsel who signed the bill was made to pay the costs of the bill, and the splicitors were fined £50, and the plaintiff and defendant were both hanged."

may be subject to a long line of this sort of suits. The British press accepts Mr. GRANTHAM'S view as correct.

The Japanese have adopted a new code ance with Western ideas that . Europeans and:

A writer in The Contemporary Review claims that there are other points of simila rity between the Russians and Americans besides the bigness of their territory and their industrial undertakings. He says What impressed me most about the educated Muscovite, however, was his extreme nervousness. He is conscious that h country has lagged behind Westrn nations. he is also conscious that it has been going forward this last decade by leaps and by bounds; he wants to know what you think of him and his country, The only other people I know who are so sensitive to criticism are the Americans. Both Russians and Americans have a childlike glee if you praise them. If you dispraise them their first thought is that you are insular and unappreciative, and then they show an inelination to sit down and cry with vexation, not because they are not proud of their country, but simply because they are supersensitive.

REUTER'S TELEGRAMS.

THE FAMINE IN RUSSIA.

LONDON, June 13th. Famine and disease are making fearful ravages in the Eastern provinces of Russia. The recent cold has ruined the crops in the North and Centre, and drought has ruined them in the South.

WEATHER REPORT.

The Observatory report says: -On the 15th at 12.15 p.m. The barometer is above the normal and continues rising slowly on the China coast. Gradients are slight generally FORECAST:-Variable winds, moderate; squally with thunder showers at first, probably im proving later.

LOCAL AND GENERAL.

DOWN to the end of April the Cuban and Philippine wars had cost the United States \$300,000,000 (about £60,000,000).

At.1. the special duty men of the 2nd Oregon regiment at Manila have been relieved, preparatory to the regiment's departure for home. which is expected to be some time in the very near future.

ADMIRAL Dewey, says an American paper, shows his good sense by declining the \$100-perplate banquet tendered him by the New York Board, of Trade. Incidentally he shows that he remembers Coghlank

On account of the recent storm, the river Ilog overflowed its banks and inundated the town of Habankalan. In the district of Binjouil a bridge was carried away by the force of the waters. The damage caused by the inundialon is estimated at \$80,000.

THE Hone Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:-

M. J. Patell Zangangan and State 5

GERMAN paper gives the following method of detecting small cracks in steel tools : The tool, near the cutting edge, is to be dipped in petroleum, which must be rubbed off clean and the surface then wiped with chalk. The petro leum, which has entered the fine cracks sweats out on the chalk and the rent is visible in whole extent.

THE German authorities at Kiaochou have come to an arrangement with the Foreign Chinese Customs to undertake the control of trade in the German territory, and a very wise decision this is, as the experience of the Foreign Customs will be the gain of the German Authorities in facilitating the trade of their recent concession.

THE proposal to build Admiral Dewey a fine home and settle a fortune on him recalls the fact that several heroes of the Civil War were similarly rewarded. Grant received houses in Philadephia, Calena and Washington; and Shernian, Sheridan, Farragut, and Porter were either domiciled or given large sums of money. As Dewey is a widower he may not choose to maintain a private residence, but he probably would not mind owning a fine rentable mansion

In consequence of the increased popularity of a flesh diet and the extension of the armaments: which has necessitated the use of more horses we learn from a Japan contemporary, that the number of horned cattle and horses reared in Japan has been considerably augmented. In 1897, the number of cows and oxen exceeded 1,210,000, and the number of horses 1,590,000. Cows and oxen are most numerous in Okuyama prefecture. The number of the homed cattle slaughtered for food in 1897 was 158,504, and the number of pigs 107,034;

LOOM was cast over Military circles this II BURROWS wins his case, Mr. Rhones morning by the death of Sergeant G. McKenscy, of the 25th (Southern) Royal Artillery, The deceased, who had sixteen years service, was a smart, soldierlike man, weighing between fifteen and sixteen stone, and was the picture of health the very last man one; would think of laws, which is formed so much in accord- to have his days numbered so soon. He was a good all-round athlete besides a member of The Dispersons will also be made and the disperson of a pulse base of early in the capital of a pulse base of early in the cap Americans have no reasonable excuses for one of the winning tug-of-war teams of his re-

Madrid Covernment with the object of obtaining the tolease of their husbands, have decided lo call upon him in order to ascertain how the negotiations are proceeding. They intend also to telegraph to the Queen-Regent asking her to exert her influence in the cause of the poor prisoners in the centre of Luzon.

TO NIGHT Messrs. Dallas and Musgravo's Dramatic Company make their re-uppearance at the Lyceum Theatre, Shanghai, in Dion Houcicault's celebrated Itish Drama "Conn the Shaughraun" Fhis talented company which treated such a favourable impression during their previous visit, have added further laurels to their reputation throughout Japan. Irish drama has hiways been extremely popular and should draw crowded houses during its run in Shanghai.

Ar the request of Governor Liu of Chekiang H.E. Sheng, Director-General of Chinese Telegraphs, has given instructions for the lay ing of a telegraph line between Wenchow and Thichow on the Chekiang sea coast. This will enable Governor Liu to put himself in immediate communication with all important points lying between Hangehow and the coast, a step rendered all the more urgent owing to the critical state of affairs now in that province. Work on the new line will commence by the middle of the current month and is expected to be finished in a fortnight.

BESIDES the Italians, it appears that the glories of the Century is none greater than this military offence. Alf-he had complained to a Chinese officials in Chekiang are also closely All other enterprises of beneficence must yield watching the movements of the Franch in that province, caused by the fighting and rioting lalely between the people and R.C. converts in the district of Taiping, Taichow, prefecture, near Ningpo. It is reported from Hangchow that several French men-of-war have been recently observed cruising in the vicinity of Taichow, and besides sending a Taotai, named Wu, to Taichow to settle matters the Governor of Chekiang has also ordered the troops along the coast to prevent French armed forces land ing to aid the Roman Catholics.

BEFORE leaving for Wei-hai-wei, H.M.S Powerful took in 2,790 tons of coal, the largest amount ever taken on board a ship in this harbour for steaming purposes alone. Working night and day the coaling of the ship was concluded in 223 hours, at an average speed of 121 tons an hour. Looking at the records of the Channel Fleet it is noticed that 800 tons have been taken in at the rate of 200 tons an hour, but that speed could not be maintained in a heavy coaling like that of the Powerful The performance is, therefore, deserving of every credit to Captain and officers, and special praise is due to the Fleet Engineer and staff for the promptitude with which the coal was

As General Black's name has been mentioned in connection with the Kennedytown-Aberdeen section of the proposed road Yound the island we reproduce what the General said on the subject. In his letter to the Jubilee Committee suggesting the construction of a road from Wanchai Gap to Wong-nei-chong Gap as a memorial of the Diamond Jubilee he wrote: "Although it would be out of place to criticise the scheme for the construction of a road round the island, the utility of which I readily conas to ils defensive value, because our troops would move on the inner line, not on its cir cumference." As far as we know, this is the only opinion that has been publicly expressed by the General.

THE second engineer of the Zafiro, Amos Hadaway, who arrived from Manila on Tuesday, was killed early, yesterday morning by falling from a verandah at Mrs. Lewis's boarding-house at No. 3. Wyndham Street. . He had been wandering about town during the day, and returned to the boarding house at about eight o'clock on Tuesday night rather the worse for drink. At about a quarter past one yester day morning Mrs. Lewis heard a thud, and on going to see what was the matter found that deceased had fallen from the verandah a distance of about 50 feet on to the street. His skull was battered in and death must have been instantaneous. The body was moved to the mortuary by the police on their being informedof the occurrence.

CENTENARY OF THE CHURCH MISSIONARY SOCIETY

AN INTERESTING MEETINA

in connection with the centenary of the Church Missionary Society, a public meeting was held last night in the City Hall. The Hon. W: M. Goodman presided, and he was supported by the Bishop of Victoria, the Reval Link Lloyd the Rev. C. Bennett, the Rev. F. Flynn, the Rev. T. W. Pearce, and the Rev. R. F. Cobbold. Special services were also held on Sunday at.

THE wives of the Spanish prisoners, on learn. | the work of the missionary must be extremely ing that General Jaramillo had wired to the landuous as well as full of danger, such workers well deserve both sympathy and support in the dim future, when the historian reviews the great events of the nineteenth entury in we can now calmly review those of the preceding centuries long since past and gone, when libited seeks for the congins and causes of the east changes this century has seen effected in the

> steamship, and the electric wire will not account for their all. He will have to reckon with the mornings well as the material forces at work; and surely the greatest of these inoral forces. the silent but steady progress of Christianity If you will permit me I will read to you a low ines from the History of the Nineleenth Century, by Robert Mackensic, whom I think you will consider an impartial and broad-minded historian if you peruse his writings. I quoted the passage three or four years ago when I had the honour of taking the chair at the Centenary inceting of the London Missionary Society in this Colony, because it seemed to me that it might be well to cite the testimony of the historian trather than that of more interested. parties. He says :- "In the foremost mak of powers destined to change the face of the world. stand Christian Missions. These impy almost the imposing magnitude which they have aspect of higher moral grandeur than the openor two men sent by this Glurch and by that bined to make him pay. are seen going forth in obedience to a command . If the sufferer had been an enlisted man, he spoken eighteen hundred years ago to begin would have had no redress. No court would the enormous work of undermining heathenism. Have been, open to him. His commules could and reclaiming the world to God. Among the not help him in any way without committing a to this magnificent attempt to expel debasing perhaps but would have been a marked man superstitions and convey into every heart the

> The success already attained gives sure promise of results, the greatness of which we as yet but dimly perceive. The early suggestion of missions was received with dislayour. When some good men invited the Church of Scotland to give encouragement to such enterprises, the representatives of that body declined the invitation. They could not well argue against imparting to heathens that gospel which it was the business of their own lives to teach. Nevertheless, the proposal was unacceptable. One clergyman deemed it visionary, another wished the result to be obtained by prayer and waiting, a third saw revoluntionary tendencies in every form of united-action and frembled for the constitution. On grounds such as these the I more towards the Colonial Revenue. Surely Church of Scotland by an overwhelming the Government officials must be blind if they majority refused to sanction missionary effort." fail to see that they are making the Opium Such was the state of things in 1795, and at | Farmer a present of the extra revenue which that time the attitude of the Church of England | should by rights, find its way into the public was for the most part much the same. How purse. great leas been the change since then. But, if Pyen in unlich abused British North it is sometimes alleged that the results are still! Borneo the Opium Farmer, is kept well insignificant, if must be remembered, how in hand and is not allowed to pocket revenue, recent has been the effort and how propor which should find its way into the Treasury;

ennobling influence, of the Christian religion.

ning of the present century Chinas was closed the Chinese population and so he is required to the gospel, but what did they see now in to increase his payments in proportion as the Kwangtung? They found native cliurches in Chinese population grows by simmigration, many citles, and they found in them over The population to be catered for by the Honge 0.000 Christians not including the Basel kong Opium Farmer has nowbeen increased by Mission or the mission to the Hakkas but. simply Cantonese Christians and he found also that these men subscribed over \$12,000 Of course out officials will say that they have. every year in the Kwangtung province towards the support of their churches. He wanted and that things are not really as they appear to them to notice that because some people said be and that no loss to revenue will result. Let that if foreigners were to withdraws from us hope its may be so, but the Hongkong and that in a few years. Christianity would dise ability to krasp the true inwardness of affairs appear from China. Nothing of the kind. In I that they would have its believe they possess. former times the Chinese were supposed to Would it not be far better to take a hint from cede, I take exception to the statements made, worship the almighty dollar and to place the British North Borneo instead of plunging into accumulation of wealth in the first place four these very men were the men swho canie forward and showed their self-denial and helped to maintain the Christian cause in the province their blunders are, in reality, strokes of genius? of Kwangtung. The gospel was reaching the people of Kwangtung in various ways. There was the preaching in the open air, the preaching in chapels, and so on, but he thought the most interesting feature perhaps of all were the efforts of the natives themselves to make known to the heathen around them the truth which they had received themselves. The Rev. Ll. Lloyd gave an iencounging

report of work of the Church Missionary Society in the Funkien province. He said that in that province there were nearly so,000 Christians, about 20,000 of whom were connected with the Church Missionary Society. In the province of Hokchiang they had 70 churches. About one naif of these were simply Chinese houses rented very cheaply, and there service was held and all sorts of work was carried on. The other half were specially built churches? Schev could build a church in the Fuhkien province for about £100 quite good enough for the Chinese at the present time. There were two native clergymen in that particular province, working very earnestly, and very realously, Nothing inspired him so much as to go about with these possible to estimate, broke out on Sunday night: two earnest Chinese clergymen. Then they parten minutes to seven on the Foochow Road. had in this province over 5,000 converts; and 50-1- The outbreak occurred at No. 600 the basement marked was their world and so tell by the of which was let to a bookseller whilst the Chinese officials then selves that on two separatupper stories were utilised by a tea house prorale occasions the Archdeacon that them prietor. How the conflagration originated is publicly thanked by the Chief Magistipe put not yet determined but, aided by a strong Hokchiang for the good influence exercised by aboutherly breeze the flames spread with alarmthe missions. They frequently heard it said ing rapidity engliphing the immediately that the foreign communities incar the mission adjoining property and in an incredibly short. fields cared nothing for missionary, work, but lapaco of time spreading to the buildings on this was not true to the people of Lingland liber opposites side of the narrow toad, and only came forward to help westubary work up worked north and south of the Shantung Road the same way that the people west oochow did destroying a dozen houses on the same of the the coffers of their society was taidily given, but the

the evening service. On Tuesday evening of any wanderer who lived six weeks in a place bregent the pharmas from spreading, but all there was a meeting at the Scamen's Institute. I should be taken below that of a missionary broved unavailing and one lip one the films Kowloon. The Histop of Victoria presided who bud lived moon the people for what and land dangerous fabrics designated divellings in and Rev. LI. Lloyd, spoke on "Work in Eulis Yours" and Rev. Li. Lloyd, spoke on "Work in Eulis Yours" and Rev. Li. Lloyd, spoke on "Work in Eulis Yours" and Rev. Li. Lloyd, spoke on "Work in Eulis Yours". Missionary Society. I could not but feel that a cight qualified Edropean medical mention of like miniched will the portion of the Figure 1 and eserved, honour was conferred upon whom were also ordained, one fully munified to how Road where the five occurred and a

Country antione the ppintone arrivated Correspondents in this columns it HE FATE OF A CHINAMAN! TO THE LOUIS OF THE PHONORULE TRUNCHOLICANO SIR, An ainusing incident that occurred at world, he will find that the steam engine, the a milliary station outle recently that been

brought to my notice, by way, of illustration of

he difference in position of an enlisted and an

uneulisted man in our atmyr face to face with his nillitary superiors. At-let us say Worhal-wei-there are Chinese employed in a military department - not of uniform. The head of their department, for good reasons doubtless, insists upon uniform being always worn and is very strict in his denunciations of any irregularities in costume. The other day going his rounds he found a pair. of elegant Chinese silk trousers - not uniformhung out to divafter vivasibly, a badly needed. wash. I do not know whether the offending garmant, was suspentied in a prohibited locality or not. Anyhow the commanding officer resented their appearance and to save the owner from the risk of punishment for wearing them, be regarded as products of this Century, and he pulled them down and tore them up. He is a most excellent commanding officer and a gained is altogether recent. Their beginnings real good fellow, but has a bit of a temper. He were so small as generally to avert hostility by I had to pay for the trousers. The Chineseline securing the contemptuous indifferences of the employ combined together, mised in fund. those who might have been unfriendly? There for the purpose of taking proceedings in the are few things in human history that wear and event of no satisfaction being given. He most probably would have paid any how when he ing of what are now our great missions. Onc. cooled down, but the fact is the Chinese com-

military superior he would have got satisfaction for the rest of his service. With apologies for encroaching on your

OLD SOLDIER Hongkong, June 15th, 1899. THE OPIUM FARM.

To the Epiros of the ! Hongkong TerreRAM! DEAR SIR, -It was much interested in your eference, in last night's Notes and Comments. to the action of the Government in extending the Opium Farmer's contract to the new sterritory with its 50,000 odd inhabitants with out requiring him, the farmer, to pay a cent

tioned to the gigantic nature of the task to: There as here, the Opium Farm, is tendered which that effort is directed. I will no longer for and a fixed sum, per month or per year, detain you, but will ask you to listen to those decided upon, as the price to be paid by the whose lives have been given to this great and Farmer for his monopoly. But the B. N. Borned Government is well saware that the The Rev. C. Bennett said that al the begin; | Farmer's profits will increase in proportion to some 50,000 persons and therefore he should be charged, so much per head for his new customers. forescen all possible objections to their action: Chinese work the congregations would relapse lotherals have not of late shown that wonderful la line of policy which, if hot actually idiotic. causes our officials to vaste much valuable time in striving to convince the public that

Hongkong, Juno 15th, 1899.

THE PLAGUE

Do. do during past 24 hours

DISASTROUS FIRE IN THE

FOOCHOW ROAD most disastrous dire the mignitude of which at the time of going to press it is im St. John's Cathedral, St. Peter's Church, Kowlook | flowing A great deal was done here in Hong | brigades were not plow in putting in an appear (Seaman's Institute and the Naval Deput), and kong towards mission works not ostentatiously ancered was at oncered that no mean task the Peak Church. At the Cathedral the Rev. There were plenty of sheers and legistering had to be performed, and with a preliminary LI. Lloyd preached at the eleven o'clock service about the world as regarded in issipparies; and paucity of water supply the fire gained a strong and the Right Rev. the Bishop of Victoria at it always struck him as strange that the digrum bold. The utmost endeavours were used to

chair at this, interesting meeting, held in com- 23 missionaries in the two provinces and elevent within measurable, distance of the burning memoration of the Centenary of the Church hative clerky the addition to which they bad black They what mable structures tumbled me I consented, not only because, at the prelady doctory three Lay, Force of Jady and Sally consented from the sent time, it becomes us all, clergy and laity to
helpers, in addition to the wives of the missions of the profession of the sent time of the sent time of this as and it native clergy. Whis regard to the progress in the sent time state of the progress of the work to the fluid the progress in the sent time and it native clergy. Whis regard to the progress in the sent time and it native clergy. Whis regard to the progress in the sent time at late to be to spread the which was being made now by modern missions. The great of the alleign as one which was being made now by modern missions. The great of the alleign as one which was being made now by modern missions. The great of the alleign as one which was being made now by modern missions.

FROM JAPAN PAPERS

The Wiju Railway Concession Rumour has it that the French concessionaire for a railway in Wile, Phyongan-do, Korea, has approached a certain body of Japanese, with a proposal to sell his right much after the manner in which the concession to construct the Sou Chemulpo Railway was some time ago sold by its original concessionaire, Mr. Morse, to Japanese syndicate.

The Coal Market.

According to the Osaka Asaka the stock cont at Moji has now accumulated to over 1,200,000 tons, and there is also an accumulation of some too,000 tons at the Hokkaido collieries, while a large stock of Iwaki Is also fon hand. There being no prospect of any improvement in the coal market, the holders are considering the advisability of parting at low prices, and a competition to realise the stock will shortly be commenced.

An innocent man Detained

TWO PROCURATORS CENSURED "That the authorities are in carnest in the endeavour to carry out the new regulations the detention and release of prisoners may be seen from the following incident. On the 19th ult., Mr. Kajikawa, a Procurator in the Formosan Supreme Court, and Mr. Akiyama, a Procurator in the Thinan Court, were reprimanded for neglecting to give instructions in regard to the release of a prisoner (Formosun), who was declared innocent by the Court on the 30t November last. He should have been set at liberty.immediately, but instead was detained

Freight charges between Formoss and Japan proper.

The question of reducing freight charges between Formosa and Japan proper, was given definite arrangement by the Osaka Shosen Kwaisha in whose hands the steamer service announced in an extra of the Official Gazette to and from Formosa principally rests. The freight schedule on goods for Formosa at present (June 1st) in force will be reduced by 20 to . 30 per cent. all round, while for the staple exports of the island, such as tee, sugar, campher, etc., the rate will be lowered by 50 per cent, the reduction varying in rate according to the quantity of cargoes. The new departure will be enforced from to-day,

Pirates rob a Junic.

The Selsie Maru, a junk owned by Mr. Genji Watanabe of Kamogawa-mura, Chiba prefecture, arrived in Yokohama a few days ago manned by three sendo with a cargo of fuel, wood and charcoal. "The sende, after landing the consignments, reloaded their boat with a cargo of sugar and were sleeping off their fatigue with their craft at anchor in front of the Grand Hotel on Monday week. About 9 o'clock that night four unknown men rowed up to the juhk in a small boat, and, quick as lightning two of them boarded the Seisu Maru and by a liberal display of naked short swords they succecded in making the sendo disgorge yen 42.80, and in another instant they were back in their little boat which then disappeared in the night So far the police are said to be without any clue as to the identity of the pirates.

Opening of the Hyogo Canal.

At the invitation of the Hyogo Canal Company, a large number of visitors assembled on June 4th to take part in the opening ceremony of the Hyogo Canal, which is now completed; Mr. de Lucy-Possarieu representing the Consular body. Unfortunately the weather was rather unfavourable, rain falling at intervals. Among the speakers were the Governor, Mr. Ohmori, the Mayor, Mr. Narutaki, the President of the Canal Co., Mr. Miszu Kenshiro and the Manager of the Company. The company is to be congratulated on the completion of this important undertaking, which has been in progress for two or three years. The canal now stretches right across Wada. Point and enables junks to reach the Kobe harbour from Hyogo without passing round the point. Much building is now going on along the bank of the Canal; and there is every sign that the under-

American Beef for Japan.

A vernacular paper states that recently an American newly arrived in Kohe, paid a visit to the Settlement Municipal office, and to the Kencho, to inquire if they had any information regarding the number of slaughter-houses, and the number of animals slaughtered for food in the Empire. As the local authorities were not in a position to supply such information, he was advised to apply to the Agricultural and Commercial Department in Tokyo. It is stated that the inquirer intends to establish slaughter-houses, or to import meat, foreigners' being entitled to carry on such business in Japan at any place, when the new Treaties come into operation. The gentleman in question has informed the vernacular papers America, where it is sold at ten cents per pound. [It is not stated whetlier these are gold: or silver cents.] He added that the foreign was very good in taste, but that the price was too high, so that beef might be imported with. great profit.

We venture to think that what the foreigner in Japan yearns for is New Zealand and Australian mutton, rather than an additional supply of beef.—Kobe, Chronicles

Japanese Superstition.

Code Criminal Procedure in Japan. The reader will doubtless remember that in the early part of the present year, we (Kokumin Shimeun), published, both in our Japanese and English columns, a letter from a barrister, calling public attention to the desirability of reforming the form of the sentence passed by the law court in a criminal case. The point urged by our correspondent was that the reasons of a decision should be clearly put down in the sentence, whereas the practice had been thitherto to give the sentence the form of an arbitrary announcement. The proposal has been taken up by the Diet and a revision to that effect was made in the Code of Criminal Procedure which took effect as law since the 11th of April. But some doubt appears to have existed as to the construction of the text of the new article in the Code of Criminal Procedure, certain judicial officials maintaining that the new provision did. not oblige them to make the form of the sentence more explanatory than they had used to under the old law. Now, by a happy coincidence, our correspondent, Mr. Imoto, happened to be instrumental in bringing the issue to a test. In a letter, which was published in our Japanese column on June 3rd, he summarizes a decision of the Supreme Court which was made in favour of his client and which serves as precedent with regard to the construction of the new provision. The Court of Appeal in Hakodate passed a sentence upon Mr. Imoto's client, in which the evidences against the defendant were enumerated but no explanation was made of the reason of the decision. The case was then brought to the Supreme Court, which denounced the form of the original sentence as contrary to the new provision in the Code of Criminal Procedure. Those who have been interested in the reform may congratulate themselves upon the consummation of their object.

Terms of Japan's Loan.

The official report of the conclusion of the loan contract in London having been received at the Department of Finance, its terms were on Thursday. The salient-features of the contract are as follows:--

The amount of the loan is ten million pounds. The floating of the loan shall be undertaken by a syndicate, composed of the Yokohama Specie Bank, Parr's Bank, the Hongkong and Shanghai Banking Corporation, and the Char tered Bank of India, Australia and China. The bonds of the loan shall be unregistered

coupons shall be attached to them; and th value shall be entered in terms of British cur-

The interest shall be at the rate of four per The redemption shall begin after ten years calculated from January 1st (899, and be completed in forty five years, by drawing lots, according to the convenience of the Japanese

The price of issue is not given in the official notification; but, in a communication to the press from the authorities in the Department of Finance, it is given to understand that the price of issue shall be at 90 and that a commission of four per cent, shall be allowed to the underwriting banks. Thus the amount to be realized by the Japanese Government is 86 for the face value of 100. It is pointed out that the terms of the new loan compare favourably not only with those of our war and consolidated loans, but also with those of the Italian loan in London. The following table showing the rates of interes on the market prices of various loans has been prepared by the Financial authorities.

itrice of issue.	Interest	Interest
	on face	on price
	-value. 🐃	of issue.
Present loan 90	4	4.444
market price		
in I ondon		
War loans		5.128
Con. loan 94.14	.	5/277
Ger janloan 91	3	
Russianloan 101		··3.296
Italian loan 95	4 .	3.96
Mala and a second	5 . 35. 35	5.263

It will be seen from the above that the rate of interest on the present loan is only a little higher than that on the Russian or German loan. Another satisfactory feature of the present loan is that after ten years it may be redeemed at the will of the Japaneso Government. When, therefore, the financial credit of this country is enhanced, the present loan may be converted into one of a lower rate of interest. It is said that the Government had to overcome considerable difficulty in securing this condition.

A Japanese View of Direct Trade. In a recent article on direct trade between Japan and foreign countries we (Kobe Chronicle). pointed out some of the reasons which seem at present to prevent such direct trade taking

place. We there laid stress on the fact that

apanese merchants have a bad name in foreign countries for commercial improbity, and whether this reputation is or is not quite in accordance with the facts, yet there; existed sufficient evidence to show that it unfortunately had much foundation. Putting aside this bad that beef was much -dearer in Japan, than in name for commercial morality, which time alone will enable the Japanese to live down, there still remains the fact that the Japanese residents in Japan declared that Japanese beef as they continue to show an ignorance of the lack commercial experience, and that as long methods by which foreign commerce is conducted, so long will direct trading be an affair time of the year are not very usual, the autumn of the future and not of the present. Our view of the question is well borne out by some visitors, but there seems to be little doubt that remarks on the subject made the other day by the wind on Saturday was part of a typhoon a Japanese gentleman, who has had a long passing up from the China sea. On Saturday business experience, both abroad and in Japan, morning the wind was blowing with some force and who is well qualified to speak on from the north-cast, but at mid-day it suddenly Japanese Superstition.

the possibilities of Japanese engaging in veered round to the south and then to the caves at the side of the Yamato river at ence," he said, "which precludes Japanese hours with much force. This sudden change Matsuya Shinden, lzukita district, Osaka. One from conforming to general business usages was nearly the cause of greater destruction than is said to be the hole of a white fox and the and customs recognised by foreign merchants has taken place. The P. & O. steamers Japan. other the residence of a white snake. Lately a abroad, leads, as a matter of fact, to the latter and Rosetta, which were lying alongside the report was circulated to the effect that any entertaining some uneasiness as to the Japan- pier, moved out just in time, and had they not blind or deaf person: praying at the cave daily ese ability to carry out their contracts and had steam up, they would have been in a danwould be cured. Hearing this report, wor- engagements, and causes Japanese undertak- gerous position. shippers came to the number of two or three ings to be regarded as unreliable. Many About ro'clock Mr. Sims, steam yacht Suoro. thousand every day with various offerings, books have been written and many articles flake was observed to be in difficulties owing some praying all night without going home, have appeared in Japanese papers and maga- to her cable having broken, and a large crowd Stalls were set up to the number of twenty, kines bearing on foreign commerce, but in the soon assembled to watch her progress shore. with candles for illumination and other offer majority; of cases the writers lack practical wards. The sendoes on board did not appear 1866—War declared between Prussia, and Italy to be able to avert the impending catastrophe, for collecting the cash which is usually offered lack of a practical knowledge of business and the force of the wind and waves increasing, 1867—Hope Dock, Hongkong opened. to temples and shrines, and with this revenue, methods might, however, one would think be the Snowflake was forced towards the Bund, so 1881—Hongkong Telegraph newspaper started. reaching Y5 or Y6 daily banners and lanterns easily overcome. Of late years in England that by 2 o'clock she was lying broadside 1888-Empress Frederick died. were purchased. At first one of the owners of there have been attached to many business against the Bund wall, grinding her keel against the adjoining property complained that his houses German and French volontaires who the stones, waves flying over her and across plantation was being trampled down, but find give their services as French or German the Bund. The anchor by which she was ing that he could make money by leasing his correspondents free, so as to be able to learn moored, we are informed, was a light one groupd for the erection of stalls, charging 5 bt English business methods and at the same suitable for ordinary weather, and the accident o sen per tsubo a day, he withdrew his oppositime acquire a knowledge of the English happened through a link giving way. It appears to the 1st, however, the police language. That such a course would be that there was a heavier anchor on board, for authorities of the village ordered all the stalls followed by the Japanese one would think only use in typhoons, but the sendoes appear to have in the vicinity of the caves to be removed, and antural but strange to say, according to our lost their heads and did not let it go. Mr. Sims after arresting the people concerned, destroyed before mentioned authority, such practical was at tiffin when the news came that his yacht

expect from direct trade, our informant replied and one man failing to reach the shore was elgn merchants are always in every instance with hemp, belonging to Messrs. Jack Young making large profits by buying cheap and sell- & Co. was sunk. ing dear." We need scarcely add that our The storm, though very fierce while it lasted, Japanese friend hastened to assure us that he was of short duration, the wind gradually was well aware that these large profits were subsiding from about four o'clock. As indicatmythical. His summing up of the whole matter was to the effect that while direct trading on any large scale was at present impossible, every effort should be made by Japanese to gain practical experience and to acquire an insight into the way business is conducted between foreigners themselves. (When that insight is acquired, then it will be possible to make some effort at establishing direct trade without the intervention of foreign merchants, but it was a long time yet to look forward to, and in the meanwhile the Japanese must strive to do away with the anti-foreign feeling and make the best of the opportunities which the presence of foreign firms in their country gives them.

The Feast ended.

For nearly two weeks, says a Yokohama ournal this commuity have had the pleasure of enjoying the performances of the best Dramatic Company that has ever evisited Japan—the Dallas and Musgrave. During that time they have presented both dramas and comedies, and, strange to say, shone brilliantly in both. This is remarkable when it is considered that each play required the whole strength of the Company, and in each they filled their parts so ably that nothing but praise has been showered. Aake at the disposal of parties desirous, of a upon every individual member. Nobody in sea trip that the Robe foreign community feels this community for a moment thought the a sort of proprietary interest in the yacht, and Company would pay expenses and while press | as our contemporary the Hlogo Evening Nervs eports spoke of them in the highest-terms the first performance was attended out of pure sympathy, and with the intention of aiding. them in their unlucky venture. This first performance was a surprise not only as to the talent displayed; but also as to the costumes and scenery, the result being that every one present went away pleased and told the good tidings to his friends. The second performance simply emphasized the but could not get back to the vessel owing to first impressions, the result being, that instead of playing to empty benches, full houses greeted every performance, and the close of the season was regretted by all who had partaken of the dramatic feast which they so enjoyed. Yokohama has had the reputation of being "a gay town" and the experience of most companies has been a financial failure; and when they have had to depend upon their receipts the result has been either skipping out of town, it la Dagmar, or having their friends to assist them. When we mer Mr. Dallas we told him we wished him well, but he also had our sympathy; smiling, he said he hoped to pay expenses and would aim to receive sup-

port by the class of plays he intended to present. He came, sawed away, and conquered, and just before his departure he called and asked us to express his gratitude and satisfaction for the liberal support he has received at the hands of the community both professionally and socially. He says that for foreign population Yokohama has been the best show-town he has visited in the East, and he is next year with a new Company and new plays. He realizes that light comedies are more appreciated, and as soon as his season closes at Calcutta he will proceed to London and secure the best talent procurable, and visit Yokohama about May 1st of next year. He already has secured musical comedies and authorizes us to announce the same:

"The Geisha " Yashmak ' "Greek Slave" "" French Maid" "Runaway Girl" "Circus Girl

These and other new plays will require musical as well as dramatic talent and this will be. he will return with the new Company, and we can assure him a hearty welcome. The versatility of Messrs. Dallas and Ferrel is really wonderful, and their representations in "A Pair of Spectacles," were masterpieces in comedy for which they will long be remembered. We wish to add a word in praise of the gentlemanly and ladylike qualities of every member of the Company, for it is the first one that we remember having visited here that did not have one

or two black sheep leaving unpleasant reminisences behind them. Wo-wish Messrs Dallas and Musgrave all the good luck to which their talent, geniality and gentlemanly qualities entitle them, and we but echo-the sentiments of the community when we promise them a rousing house and a hearty welcome on their return.

Extraordinary Storm in Kobe. DAMAGE AND LOSS OF LIFE,

THE "SNOVFLAKE" DRIVEN ASHORE. The wind which came up so suddenly shortly after mid-day on Saturday has done less damage than might have been expected says the Kobe Chronicle of June 5the Typlicons at this season generally bringing these unwelcome

in the vicinity, define conversioners, and properly properly after a freshing, the people from special disposed, dealtoyed, the caves, in order to draw, the people from the continuence of the caves, in order to draw, the people from the continuence of the caves, in order to draw, the people from the continuence of the caves, in order to draw, the people from the caves, in the caves, in order to draw, the people from the caves, in the caves and the caves, in the caves and the caves, in t

consider the charge of commercial in roadway. At the entrance to the castern morality, as a case of giving a dog a bad hamo. I camber a lighter loaded with bales of paper So strong however, is the present taint, we are pulp belonging, to the Mitsuiv Bussun Kalsha informed; that Japanese firms experience came to grief, and the Bund was soon strown great difficulty, in obtaining letters of credity with weekage, while at the American hatoba without which a large business with foreign a large sampan belonging to a Chinese tailor. countries cannot be conducted. In reply was smashed. There were three sendoes in question as to what benefit the Japanese | the boat, who tried to get ashore by swimming, that it was "the outcome of a belief that for drowned. A lighter of 100 tons capacity, fation

> ing its force, it is worth mentioning that the Yamashiro-maru, which left about eleven o'clock for Nagasaki, encountered such a big soa outside the harbour that she put back. A four o'clock the wind had already abated, and work was at once begun on the Snowflake.

A survey of the scene on Sunday morning showed that much minor damage had been done. A part of the wall at the eastern camber was broken down. The unfortunate bath. ing stage of the K. R. & A. C. Boat house is once more damaged, and the pontoon swept away altogether. The Boat-house itself has escaped uninjured, only a few planks being stripped off the roof. The shore was strewn for some distance with bricks carried from a pile stacked hard by. The Bund itself was covered with wreckage in addition to the bales of wood pulp from the lighter, and all the morning, men were employed clearing away

The injury to the Snowflake, it is hoped, will not prove so serious as was at first expected. and Mr. Sims hopes to be able to get her off and repair her. Very general regret is expressed at this unfortunate accident, for Mr. Sims is always so generous in placing the Snowsays, will scarcely allow Mr. Sims to bear the expense of the repairs himself.

licsides the reported drowning of a sendo, a fatal accident occurred on the Airlie, which was coming in as the storm broke over Kobe. One of the big waves which struck the vessel carried a Chinaman overboard. A boat was at once lowered, but the man could not be found. and after a vain search the boat tried to return, the wind and waves, and the crew ultimately were compelled to land at Ono."

According to the vernacular papers, two boats foundered near the eastern pier, two at the new hatoba, and one at the American hatoba, while several were wrecked at Hyogo. A fishing boat, which had brought some vegetable produce from Sakai, foundered off the eastern pier. Fortunately the three sendoes were a rescued. A Japanese, the employe of a Chinese tailor at Sakayemachi Itchome, encountered the storm when returning in a sampan from a steamer, and the boat capsized. He swam almost to the shore, when he was caught by a heavy wave and disappeared. What became of the sendo is not stated.

We learn this morning that the plan adopted years ago at the Boat-house on such occasion: proved very successful, "The boats were hoist ed up, and although the sea repeatedly broke

through the house, little damage was done. Mr. Sims informs us that the deck of the Snowlake does not show, any signs of being strained and no damage has been done to the so pleased that he proposes to visit us again port side. The starboard side has of course received some injury, but it is not expected to prove very serious. The engine and boilers are quite intact. All the moveable gear, ballast, etc. was taken out yesterday, and it is expected the Snowfiake will be affoat again in two or three days.

SHIPPING REPORTS.

Captain Douglas, of the steamship Formosa, from Swatow, reports :- Left Swatow with strong southerly and south-west winds to Pedro. Blanco; thence to Hongkong, freshening S.S.W. wind with heavy squalls, much rain and slight

secured. The many friends of that sterling from Manila, reports: Light variable winds from west to north, weather cloudy to clear with smooth sea.

> Captain Webb, of the steamship Cheang Chew, from Singapore, reports :- Fine weather, smooth sea, south to west winds throughout.

> Captain Milroy, of the steamship Haintun, from Tamsui, reports :- From Tamsui to Amoy. and Swatow, fresh northerly winds, dark, gloomy weather and heavy rain. Amoy to Swatow similar weather. Swatow to Hongkong moderate, southerly winds, dark gloomy weather and heavy rain.

NOTANDA.

CALENDAR.

Meteorological means based on ten years - observations to 1803. Thermometer76:2 Humidity84.0 TO DAY. -WEATHER REPORT. On date at On dale at

TO-DAY. Thursday, 15th June, 1899. Chinese 8th of 5th moon of 25th year of Kwang-su. Afternoon Ar. 12amin. Low water - Morning Ohr. Smin. Afternoon 8hr. 10min. 1215-Magna Charta signed.

1896 Selsmic disturbances, in Japan 37,490

TO NORROW. Friday, 16th June, 1899 Chinese oth of 5th moon of 25th year of Kwang-su. Sels Oler 44min

AGENDA

Butertainment by R. B. Varioty Club. The mail for Europe closes at 11 a.m.

Second Performance of entertainment R. E. Variety Club 9 a.m. Honam will proceed to Macao on

SHIPPING AND MAIL NEWS.

un excursion trip.

Indian (Kutsang) 17th inst. French (Caledonien) 17th inst. Canadian (Empress of India) 21st inst. Tacoma (Columbia) 22nd inst American (Gaelie) 24th inst. Tacoma (Victoria) ayth inst, 'American (China) 7th prox.

The "Ben " line steamer Benvorlich from Antwerp and London left Singapore to-day for

The steamer Caledonich with the next French mail, left Suigon yesterday Wednesday. at 3 p.m. for this port.

The steamer Bramar from Europe left Singapore to-day and is expected here on Wednesday the 21st instant.

The steamer Riojun Maru (American Line)

est Kobe, via Moji, for this port to-day, and is expected to arrive here on the 21st inst. THE Canadian Pacific Railway Co.'s steamer R.M.S. Empress of India, arrived at Nagasaki.

at 6. a.m. to-day (the 15th inst.) and left at p.m.

of same day for Shanghai, where she is due to arrive at 6, a.m. on Saturday the 17th instant The Canadian Pacific Railway Co.'s steamer R.M.S. Empress of China arrived at Kobe at 7 p.m. on Tuesday the 13th inst. and left at

12.30 p.ni. on Wednesday the r4th inst. for Yokohama, where she is due to arrive at noon to-day the 15th. HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba..... at Kowloon Dock. Isla de Luson Lucia.

Hollino Marie Jebsen Olympia D. Juan d'Austria ... " Cosmopolitan Sabine Rickneers

PASSED THE CANAL Outward-i8th May-Darmstadt, Nector. 19th May-Renworlich, Diomed, Socotra. 23rd May-Caledonien, Braemar, Weimar. 20th May-Dardanus, Merionethshire, Ellen Rickmers. 30th May-Indralema 6th June-Bayern, Manila, Silesia, Olive Branch.

Homeward=13th Juno-Sarpedon.

I SWATOWIWEEKLY SHIPPING REPORT (3rd June, 1899.):

ARRIVALS. Where from. Chinkiang Independent ... H'kong ... L. & H. Haimuni ... Hongkong ... J. M. & Co. 5 Swalow. Amoy Shai ... C.M.S.N. Co. Tamsui......Amoy.....B. & S. Canton Wuhu J. M. & Co. 6 Nanyang Amoy 7 Hailoong Charterhouse B. & S. 7 Maidzuru Maru. Amoy...B. & Co. 8 Hailan Hongkong ... J. & Co 8 Taisang ... W. & kinng.... 8 Sumidagawa. H'kong... B. & Co. .8 Keongwai Bangkok.... 9 Hangehow. S'hai & Amoy. 9 Thales Amoy J. M. & Co 9 Siam B. & Co.

9 Haiding ... Hongkong ... J. M. & Co 9 Sendal Marie ... B. & Co. 9 Woosung ... W. & C'king B. & S. 9. Sishan Amoy B. & Co. 10 Taiwan Shanghai ... B. & S. 10 Irene....., C.M.S.N. Co. 10 Nanyang ... Hongkong... J. M. & Co. DEPARTURES, " Vessels. Destination. Agents.

4 Wingsang ... Shanghai ... J. M. & Go Choysang H'kong & C'ton Hainun Amoy 6 Kulgan Shanghai... B. & S. b Nanyang ... Hongkong ... J. M. & Co 7 Swatow Shai & Anioy .. C. M.S. N. Co. 7 Chinklang ... Shanghai ... B. & S. ... 7 Hailoong ... Hongkong ... J. M. & Co. 7 Taicheong Deli L. & H. Independent ... Hongkong 7 Maidzuru Maru H'kong.B. & Co. 8 Singan B. & S. 8 Sumidagawa ... Amoy ... B. & Co. 8 Hailan " " i... M. & Co 9 Charterhouse S'pore & Penang B. & S. 9 Keongwai. Hongkong .. B. & S. 9. Sendai Maru ... B. & Co. 9 Thales Shinghai. B & S. 10 Halching Amoy J. M. & Co. 10 Chowlat Bangkok ... B. & S.

io Hangchow ... Shanghai Sligapore ... & Co. SHIPPING IN PORT. Date. Vessels. - Where from Agents. June 8 Taisang W. & Ckiang ... J. M. & Co. " 9 Woosung W. B. & S. Sieliait Amoy B. & Co. + to Taiwan Shanghai .. R. & S.

Lyeemoon, German steamer, 1,238, G. Heuer mann, 14th June, Shanghai 11th June, General. Siemssen & Co. HAIMUN, British sleamer, 636, A. Milroy,

15th June, Tamsul toth June, Amoy 13th, Yamaguchi Maru Vladivostoek, &c. July, 6th and Swatow: 14th General Douglas, Lapralk & Co. CHEANG CHEW, British, steamer, 1,213, Fred: Webb, 15th June, Singapore 8th June,

CORMOSAL British steamer 074 J. Douglas 9th June, Swatow 14th June Concral. Douglas, Lapraile & Co. HERMES, Norwegien steamer 040. Jensen, isth June, Canton isth June

General C. E. & M. Co. TETARTOS, German steamer, 1,574, T. Desle 15th June, -Java, oth June, -Sugar,-P. N. BLANCHAN, American batk, 1,503, N. W.

Blanchan, isth June, Cheloo teth May, Ballast Captain AM O'SHANK, American ship, 2,264, Ballard, 15th June, Yokohama 20th May Ballast. -Arnhold Karberg & Co.

Clearances at the Harbour Office. Quarter, German str., for Saigone

Pak Kong, British str., for Canton. Lyecution, German str., for Canton: Mausang, British str., for Sandakan; Queen Margaret, American ship, for San Kong Pak, British str., for Wachow

Ningpo, British str., for Takow.

Departures.

June 15, L'asar Maru, Japanese str., for Japan. June 15, Holstein, German str., for Saigon. une 15, Mausany, British str., for Sandakan. une 15, Boston, American cruiser, for Home. Passengers-Arrived.

Per China, from Saigon-44 Chinese. Per Formosa, from Swatow-8 Chinese, Per Lyechtoon, from Shanghai-37 Chinese: Per Cheang Chew, from Singapore 226

Chinese. Per Haimun, from Coast Ports-Messrs. Blanck, Watts, Williams, and at Chinese. Per Diamante, from Manila-Mr. and Mrs. Badrinan, Messis, F. Della Rama, F. Dioz, V. Muzon, Gye, P. Pla, Mr. and Mrs. Godines, Misses Godines, D. Reyes, Mr. H. Warren, Lieut Grieve, Messrs. Macondrag, Ewing, Mr. and Mrs. Bettebone: Messre. G. McBatlui. Wm. McSutosc, Wm. Lilliose, P. Blacsdole. F. Walker, C. Kuememan, W. Bowling, Wm. White, J. Suminie, G. Dunis, C. Burton, E. Dahla, H. Gilben, D. Bright, H. Turney, Lieut. F. Kelly, Messrs, W. Lofans, E. Cheadle, F. Snow, 6 Europeans and 63 Chinese in steerage. Per City of Peking, from San Francisco, &c.

-Rear-Admiral J. C. Watson, U.S.N., Mr. and Mrs. M. P. Spencer, Mr. C. A. Johnsen, Miss Florence Allen, Messrs. H. D. Smith, Geo. J Burnap, Mrs. M. M. Cox, Mr. and Mrs. C. D. Campbell, Capt. C. Rowcroft, Messrs. W. Nicholsen, O. Eckert, Lieut. Frank Marble, U.S.N., Messrs, A., D. Smith, W. A. Flock, Miss Blanche Allen, Messrs. C. A. Fitzgerald, C. B. Peck, Misses E. Bashford, A. Nicholsen, Messrs. F. Soverign, W. Armstrong, Mrs. S. L. Bec. Messrs. E. N. Bee, F. S. Brannan, F. P. Schall, H. Schnitzius, and John Downs.

STEAMERS EXPECTED

Names, From Caledonien Singapore Singapore June 17th Empress of India Japan June 18th. Yawata Maru Thursday Id. ... June 19th Singapore liune Tist-Japan June 24th San Francisco July 7th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS

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	Athenian	Pacific Coast, &c	June 19t
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	Bengloe	Japan	Juno-7th
) , (l Carlisle City.:: all	San Diego Record	Aug. 261
	Carmarthenshire. Ceylon	San Diego. &c	Aug. 1st
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	Glenogle	San Francisco, &c. Victoria, B.C.	Aug. 8th
	Haimurt	Swatow, &c	una 17th
l	Hakata Maru	Marseilles, &c.	
2	Hakuai Maru	Kaha Revalahana	1.10.72011
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Yawata Maru Japan

(THE JAPAN MAIL STEAMSHIP COMPANY.)



	DESTINATIONS	SAILING DATES.
Tosa Maru		WEDNESDAY, 21st June, a
YAWATA MARU	(NAGASAKI, KOBE: and YOKO) (TIAMA	THURSDAY, 22nd June, a
HAKATA MARU	(MARSEHLLES, LONDON & ANT-	
RIOJUN MARU	(SEATTLE, (WASH., U.S.A.,) VIA KORE, YOROHAMA & VICTORIA, B.C.) Thursday, 29th June, a
FUTAMI MARU	THURSDAY ISLAND, TOWNS VILLE, BRISBANE, SYDNEY and MELBOURNE	(ranka, join june, a
HARUAI MARU	(VLADIVOSTOCK, VIA SWATOW, AMOV, SHANGHAI, CHEFOO, CHE-	, , , , , , , , , , , , , , , , , , , ,
YAMAGUCHI MARU	KOBE and YOKOHAMA	Thursday, 6th July, a

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central. -

Hongkong, 14th June, 1899.

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MINERAL COLZA, (300" Fire Test), .

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> Cures Sore Legs. Curei Blackheads or Pimples on the Face. Cures Blood and Skin Diseases. Cures Glandular Swellings,

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Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMANN & Co. Hongkong, 1th September, 1896.

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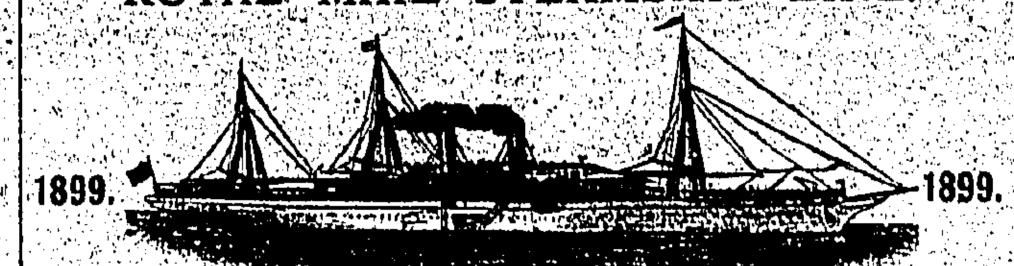
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Proprietor & Manager. Hongkong, 1st September, 1897. [39 Lingkong, 28th April, 1899.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE; VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Herse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899. EMPRESS OF JAPANA. Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 19th July, 1899. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R.... WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK-in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Williams Diplomatic and Civil Services, and to European Officials in the Service of China and

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

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Hongkong, 7th June, 1899.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA. AND THE UNITED STATES:

THE C. P. R. Company's Steamship "ATHENIAN,"

3,882 tons gross register, will be despatched on or about MONDAY the 19th instant, for VICTORIA, and VAN-COUVER, VIA MOJI, KOBE, & YOKOHAMA. The Vessel has Excellent Accommodation for Saloon", Passengers. Through Tickets

ssued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES. For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN, · · General Agent. [756a

Hongkong, 2nd June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU:

Proposed Sailings from Hongkong. HONGKONG MARUA (via Shanghai, Naga-Saturday, 8th July,

saki, Kobe, Inland at Noon. Sea, Yokohama and I 'Honolulu) NIPPON MARU (via)

Shanghai, Nagasaki, Thursday, 3rd Aug., . Kobe, Inland Sea, Yokohama & Hono-AMERICA MARU (via

Shanghai, Nagasaki, Tuesday, 29th Aug., Kobe, Inland Sea; at Noon. Yokohama & Hono-

THE Steamship.

"HONGKONG MARU! will be despatched for SAN FRANCISCO, VIA SHANGHAL NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA and HONO-LULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be distained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the

£4 in addition to the regular tariff rate. Passengers holding orders for OVERLANI CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC, CENTRAL PACIFIC Union Pacific, Denver and Rio Grande and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Forts, to San Francisco, to Atlantic and Inland Citles of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is Consular Invoices to accompany Cargo des-

fined to points beyond San Francisco in the United States should be sent to the Company's THE 100 At British Bark Office in Scaled Envelopes, addressed to the Li
Collector of Customs at San Francisco. QUEEN MARGARET, For further information as to Passage and Fraser, Master willload for the above Port, and Preight, apply to the Agency of the Company, will have quick despatch and the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company, will have quick despatch as a substitution of the Company of the Co Outen's Building.

J.S. VAN BUREN Agent
Hongkong, 13th June, 1899.

1510.
Hongkong, 13th June, 1899.

1510.
Hongkong, 16th Majeh, 1899.

1510.

Pedder's Street. NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA. PROPOSED SAILINGS FROM

HONGKONG. FROM VICTORIA, B.C., AND TACOMA

• '	IN CONNECTION WITH	
	NORTHERN-PACIFIC RAILWA	
	Olympia* 2,837. J. Trucbridge	June 17.
	Victoria 3,502 J. Panton	
	Tacoma 2,811 A. Dixon	July 29.
Ç	Glenogle 3,750 J. McGillivray	Aug. 8.
d	* Calling at AMOY.	

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

20.5 1.44	. Moncur.	July 8,
		
677 W	illiamson	Aug. 19.
976 N	. Moncur-	Sept. 23.
֡	874 W 677 W	874 W.A.Evans 677 Williamson 976 N. Moncur

HE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

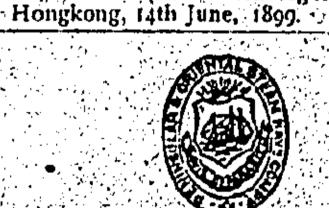
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE-NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA" £28:

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United Consular Invoices of Goods for United States

Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer). Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day. previous to sailing. For further information apply to DODWELL & CO., LIMITED. General Agents.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

CANADIAN PACIFIC RAILWAY on payment of -- STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON, Through Bills of Lading issued for BATAYIA, Persian Gule, Continental and

AMERICAN PORTS.) HE Steamship

Captain G. C. Henning, R.N.R., carrying Her Majesty's Mails, will be despatched from this MARSEILLES and LONDON (DIRECT), on SATURDAY, the 24th instant, at Noon, aking Passengers and Cargo for the above

NO TRANSHIPMENT. Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further Particulars apply to HOA RITCHIE Superintendent. Hongkong, 13th June, 1899.

FOR SAN FRANCISCO.

Mails.

NORDDEUTSCHER

HAMBURG-AMERIKA

(East Asiatic Service.)

(Taking Cargo at through rates to Antwerp, Amsterdam, Rottendam, Lisson, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports.)

PROJECTED SAILINGS FROM HONGKONG

	SUBJECT TO ALTERATION.	and Maria Combinition (Combi	
STEAMERS.	DESTINATIONS.		
	The state of the s	SAILING DATES	
*KONIGSBERG)	HAVRE and HAMBURG.	About 18th	Freight and
Christiansen ?	(LONDON with transhipment in HAMBURG)	lune	Passage.
AMBRIA	HAVRE and HAMBURG	医克里尔氏 网络拉拉 多多多	
Burmeister	(LONDON with transhipment in HAMBURG)	5th July.	Freight
**SARNIA	HAVRE and HAMBURG	About 9th	Freight and
Lüneschloss	(LONDON with transhipment in HAMBURG)	a a lule	Paggare
D. RICKMERS)	NEW YORK	C. About toth	
Bable	via Sincy Canal 1922 in the	C About toth	Freight

* These Steamers have Superior Accommodation for Passongers and carry a Doctor and a Stewardess.

.Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Ereight, Passage, &c., apply to CARLOWITZ & Co.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

LLOYD.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND

HONOLULU. Taking Cargo and Passengers to Japan Ports and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c. Belgian King ... [3,379] about [4] July Carmarthenshire: 2,929 about Aug.

Carlisle City 3,002 | about Aug. 26 * Has accommodation for a limited number of First and Second Class Passengers. THE Steamship

"THYRA," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YO-KOHAMA and HONOLULU, on or about

the 18th June. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. Preusen [Wednesday | 13th Sept. the day previous to sailing. Parcel packages, will be received at the OFFICE until the same

time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, China and Japan

Hongkong, 13th June, 1899. U.S. MAIL LINE. MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULŮ. PROPOSED SAILINGS FROM HONGKONG City of Peking Avia Shanghai, Nagasaki, (Thursday, 22nd June,

Yokohama & Honolulu) China (via Shanghai,) Nagasaki, Kobe, In- (Tuesday, 18th July, land Sea, Yokohama at Noon. and Honolulu)

City of Rio de Janeiro (via Shanghai, Naga-Saturday, 12th Aug., saki. Kobe, Inland ∷at Noon.' Sea. Yokohama and Honolulu)

THE U.S. Mail Steamship

ATLANTIC AND OTHER CONNECTING "CITY OF PEKING." will be despatched for SAN FRANCISCO. via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU. on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the Gaelic (via Shanghai, United States, and Europe.

Steamers of this line -pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en router Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application. - Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACI FIC. UNITED PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC

RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding Orders FOR OVER-LAND, CITIES in the United States have: between SAN FRANCISCO and CHICAGO. the option of the SOUTHERN PACIFIC. CENTRAL PACIFIC, UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines,

Particulars of the various routes can be

RAILWAY; also the CANADIAN PACIFIC

on application, Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Special rates (First-class only) are granted. Diplomatic, and Livit Service, to European Officers in the service of China and Japan, and to Government officials and their families I'hrough Bills of Lading issued for transport. ation to Yokohama and other Japan Pons, to

San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Rullyays, to Havana, Trinidad, and Demerara and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages

will be received at the Office until 5 P.M. same day fall Patcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany, Cargo Consular Invoices to accompany, Cargo des tined to Points beyond San Francisco in the United States should be sent to the Company Office in Sealed Envelopes addressed to be Collector of Customs at San Francisco

Collector of Customs at San Francisco

For further information as to Passage and Freight apply to the Agency of the Company Oteen's Building

Houseon's Building

Houseon's Fill May 1800

House Fill May 1800

Hou

NORDDEUTSCHER LLOY

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA. ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS. JALVESTON, AND SOUTH AMERICAN

ALSO:

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA. PROPOSED SAILINGS FROM HONGKONG

N.B.-CARGO CAN BE TAKEN ON THROUGH

(SUBJECT AO ALTERATION.) Sachsen Wednesday | 21st | lune. Bayernian Wednesday | 19th July. Pring Heinrich ... | Wednesday | 16th Aug. Suchsen Wednesday | 17th Oct.

N WEDNESDAY, the sist day of June 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling

at NAPLES and GENOAL

Shipping Orders will be granted till Noon on MONDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

Hongkong, 25th May, 1899. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO CENTRAL AND SOUTH AMERICA

AND EUROPE THE OVERLAND RAILWAYS.

STEAMERS VIA INLAND SEA OF JAPAN AND HONOLULU PROPOSED SAILINGS FROM HONGKONG.

Nugasuki, Kobe, In Saturday, 1st July, land Sea, Yokohama and Honolulu). Dorie (vin Shanghai, Nagasaki, Kobe, In- (Tuesday, 25th July,

land Sea, Yokohama and Honolulu). Coptic (via -Shanghai, Nagasaki, Kobe, In- Tuesday, 22nd Aug. land Sea. Yokohama

and Honolulu). HE Company's Steamship

journey at any point en route.

ill be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st July, at Noon. Steamers of this line pass through the IN-

AND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

Through Passage Tickets granted to England, France and Germany by all trans Atlantic lines of Steamers, and to the principal cities of the United States or Canada Rates, and particulars of the various Routes may be obtained upon application to Missionaries, members of the Naval, Military Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families. Passengera who have paid full fare, re-em-

(or,vice(versa) within one year, will be allowed a discount of to per cent. This allowance abes not apply to through fares for China and Japan. raddress in full tand same will be received at the Company's Office until Five Paighe day previous to sailing. Consular invoices to accompany Cargo destined to Points beyond San Francisco in the

barking at Sant Francisco for China or Jupan

A PAPER SUPPRESSED El Noticiero says that La Justiciana Spanis paper published at Cebu, has been suppressed by order of the native Government. The local President at Cebu, Senor D. Julio Florente, has convened a public meeting of the inhabitants to be held on the 7th inst. with

United States. "CONSENT OF THE GOVERNED." AGUINALDO HAS HIS OFFICERS SHOT

El Progreso states that by order of the Revolutionary Government, Captain Manuel Rodriquez of the engineer corps has been shot." From the same source we gather that General Luna is at present at Bayamban in the province of Pangasinan Senor Orestes Marcaida, well-known figure in Manila, has been appointed his A.D.C.

A court-martial held on the 25th of May in the centre of Luzon, composed of the revolutionary General Alejandrino and Colonels Leyba and Roman, has degraded Col. Arguelles and sentenced him to twelve years imprisonment, presumably for associating with Americans in Manila.

HOW THE REBELS GET ARMS.

A BOATLOAD CAPTURED. A few days ago, between the hour of I and 2 p.m. an officer on the Hospital Ship Relief. while gazing towards the walled city through a powerful field glass, saw between the city and the Monadnock a native barge near the shore. The glass brought the object nearer and clearer Scarcely had the officer taken the description and discerned the nationality of the boat than two American patrol Boats were seen coming towards the stranger, who proved to be no less than native insurgents trying to run a boat load of food and ammunition down to Paranaque. It is needless to say they were captured, and made prisoners of war.

Many people are putting the question after witnessing things of this description. " How do the insurgents obtain outside assistance? An officer of the Rellef was heard to remark that if the insurgents can succeed to this extent in landing supplies in broad daylight in Manila Bay with such ships as the Monadnock and Oregon in sight, what could they not do at night on the extensive and unprotected seaboard of the islands.

FIGHTING THE BRIGANDS IN NEGROS.

On the morning of the 26th of May, the expedition under the command of Snr. Amador started for Canmates, where the Babaylanes: were assembled in great force. After a two ruined if Chinese are excluded. This is a able comment, and wishes for his success have

From the summit of a hill, at a distance of a few hundred yards, the Babaylanes, could be seen screening themselves, behind some rocks, and others in the fortifications, on the walls of which the prisoners whom they had taken were in full view tied to each other and guarded by

Snr. Amador's plan of attack was to divide his forces into three columns, two of which were to attack the enemy on his right and left flanks, and the other his rear, protecting at the same time the retreat of the other two columns. The troops advanced in good order and without firing a shot, to effect if possible the release of

On the approach of the expeditionary forces, the Babaylanes who numbered about 500, approximately, divided their men into several columns apparently with the object of cutting off sections of Snr. Amador's troops.

As the expeditionary forces advanced they were received with a volley to which they vigorously replied. The firing commenced at half past eleven and continued unceasingly till two o'clock in the afternoon. By this time the ammunition of the troops was nearly exhausted and the order to retire was given. The retreat was effected in good order, the men cutting their way through the lines of the Babaylanes' who had surrounded them,

The loss of the enemy is estimated at 30 killed and so wounded. Among the former are included Generals Catalino Bindon and Cir lo - Casuyong, of the expeditionary troops only one man was slightly wounded, TO CELEBRATE THE FOURTH. OF JULY:

It has been proposed by a number of Manila citizens to celebrate the Fourth of July upon an elaborate scale, if possible, as grand as that of any of the largest cities in the Union. There are at present in and about Manila eight or

nine United States. Government bands. These could be massed together and conducted by one bandmaster. It is also proposed to have the co-operation of the five thousand school children of the city of Manila, the hearty consent of which has been obtained from the proper authorities. These children are to sing the grand American airs, in: conjunction with the enlarged hand, and general festivities are to follow. The place upon which to hold these festivi-

ties has not yet been decided upon, but a very large space will be selected so as to give every citizen of Manila a chance to partake in the celebration of the glorious Fourth of July, and thus give them the idea that this is the country. of liberty, and that they are all brothers, who shall enjoy the same liberty under the glorious Stars and Stripes,

The music to be sung by the children should be taught them by the chosen leader for the grand concert, and as we understand, Mr. Carl Mindt, director of the Sixth Artillery Band, who has made himself popular with the musical nublic by his excellent music at the Luncta, has a good reputation as a choral-conductor in the United States, we would suggest him for the leadership of the grand musical programme,

THE CHINESE EXCLUSION ACT. be made in the development of the natural resources of the Philippines, until the Chinese ing the islands that will not be rulned Chinese lubour is not permitted," Consul and that is Chinese. Many Americans will ! labour, and they have therefore a strong feeling. ngainst the competition of an inferior race. Chinese labour is therefore excluded in accorpeople of the country are not sufficient they of the treaty when it comes out you will see the syndicate which will control the yacht built to make money if it means that they will either solves existing difficulties or leasens, the contract of the treaty exactly of course, too that they do not be an absolute of the solves existing difficulties or leasens, the contract of the new years with Means relatively of course, too that they do not be the solves existing difficulties or leasens, the contract of the new years with Means relatively of course, too that they do not be the solves existing difficulties or leasens, the contract of the new years with Means relatively of course, too that they do not be the solves existing difficulties or leasens, the contract of the new years with Means relatively of course, too that they do not appoint a life of the new years of the solves of voluntarity displaying as the liftish enthusiasm over till precious as to the means of the results of the results of the new years to an absolute of the new years to be solved to the new years of the results of th

merchandles on bis shoulders and have Do not forget when talking to your cons the new yacht will not be a fin keel boat, but king it round the country it is too much stituents or making afterdinner speeches on an improved Defender, having the same pristing savagery, because he would not go to the trouble of packing round the country, The Chinaman does. In doing so the China-

the object of recognizing the sovereignty of the that would be unobtainable without the Chinaman; on the other hand, up-country people get sale, for their produce which would rot on their bands if the Chinese traders did not come. So much for commerce, as for industry the case is even stronger. Anybody who has had to employ labour in the Philippines knows how difficult it is to get natives to

work, for example, if there is timber to be sawn, a Chinaman will saw the timber, a native will not." All the carpentering work in Manila is done by Chinese, simply because natives; will not or cannot do it. The Filipinos living in the archipelago number six or eight or ten millions, according to various estimates; the Chinese number possibly a quarter or a half a million, and yet when a boat is wanted to be built, a Chinaman has to be found to build it; when a house is to be built a Chinaman is required. Even the trenches and sand-bag breastworks constructed under the Spanish captaingeneral for the defence of Manila had to be made by Chinese labourers, because Philippine labour! is so worthless. These are, of course, a few Filipinos who can and do work well, but they are so few as to be the exceptions that prove the rule. On the other hand the Chinaman has a mania for work; he is the most willing and patient worker | in the world. The objections to Chinese labour are only when it competes with white labour; in competition with lazy, dirty Filipinos the objections to Chinese cease to exist. The American authorities here, while obliged to enforce the order from Washington against the admission of Chinese, are giving a practical demonstration of their disapproval of the order in the fact that they employ Chinese extensively in the hospitals, in camp, in putting up buildings and in many other things. The fleet has Chinese cooks and cabin boys, the army has also in many cases Chinese cooks, hospital attendants, carriers and labourers, Some American officials employ Chinese house servants, not for cheapness, but in sheer desperation, because three, four or five times as much

pieces. Chinese were used to this country ages Chinese here; in fact, the islands more than once came near being annexed by China. Since those days Chinese have always been permitted to come, and have done more to develop the country than anybody else could do. To stop them now means to stop the development of the country, and we trust that the protest of Consul-General Wildman will be effective. Manila Times

JOHN DOWNRIGHT ON THE ANGLO-RUSSIAN CON-VENTION.

Now you want me to tell you what I know about the Anglo-Russian agreement? Well, let me say that at the best it is of no political English yacht as for the unpleasant feeling importance whatever, and that, if it is to have any effect on Anglo-Russian relations, that raven against the American yachting authorieffect in the long run will be deleterious to ourinterests. The only class of agreement that to be quite unfounded, but the inwe could get Russia to sign, except under pres- cident for long rankled in the breasts of sure, would be one which either improved her American yachtsmen. These confests are so position or at the least left it as good as it was popular and of such historic interest, that before, Now, of course, you know as well as I the bad feeling thus kindled has been very do that this particular agreement has merely much regretted, and the hope is expressed that to do with railway concessions, and that the present races will cause; it to be forgotten we are to undertake not to press for or fry to entirely. America has now held the cup for influence, railway concessions north of the nearly half a century for the event dates back to Great Wall. This we certainly do not want to 1851, when the America won at Cowes a cup do, and were we to obtain such concessions we | worth 100 guniness, and her owner presented equally certainly could not put them into effect it to the New York Yacht Club, as a perpetual in the face of Russian opposition. Russia, challenge cup, to be sailed for by yachts of all on the other hand, is to undertake not to nations. An interval of nearly 20 years clapsed press for railway concessions for herself or before an English yacht was found ready to to try and influence railway concessions cross the Atlantic to try for the prize. In all being granted to other people in the Yang-tsze. Bix attempts have been made. They were by Valley, which is equally magnanimous on the cutters Ginesta, Galatea, Thistle, and her part, for she is perfectly well aware that Valkyrie, and the schooners Cambria and for many years to come she could not push Livonia, but in no case has success been ather influence down within many hundreds tained. We are now to see whether after an of miles of that part of China. For, interval of four years any happier fortune will apart from the British and other interests which smile on British efforts. centre in the Yangtsze, and which would be put | Sir Thomas Lipton's yacht is to be called forth strenuously and effectively to oppose her, the Shantrock, and will be manned by an Russia will have more than she can do to Irish crew. Captain Hogarth will be in organise the necessary machinery for forcing command, and will have Wringe of the her rule in Manchuria, after which, and long yacht Aila as his leutenant, and Rowe of before she came near the Yangisze, she would the Britannia as mate, while Mr. Peter Donaldhave to subdue and Russianise the northern son (Glasgow) of the Isolde will represent Sir part of China proper.

of May, is of no more practical value than Wolff, but Mr. Pirrie, managing partner of this would be a treaty made between you and me, shipbuilding firm, has arranged to have her in which I, on the one part, might undertake. built on the Thames by Messre, Thorneycroft, not to go to the moon by any other means than who he thought were, better able from their exyou, on the other hand, should not cat more lightest torpedo hoats to do justice to such a than 27th. of tallow candles before breakfast delicate piece of work. The designs were preon Sundays. Such an agreement would not pared by Mr. Fife, Jun, and the cost is estimated he very burdensome to either of us, nor should at about £60,000. Sir Thomas Lipton states we benefit by it in any particular manner, but that many new ideas have been suggested, but it-would have the advantage over; our new though some few have been adopted the issue at Mr. Rounseville Wildman the American treaty with Russia of not presenting any feature stake is too great to induce designers and build-Consul General in Hongkong, states in an of danger to cither party. Now the danger to ers to experiment to any extensive degree. The Great Britain which the signing of the present | chief novelty in the construction of the yacht treaty entails is not likely to be immediate, but will be in the skin, for it is intended to plate her it will be brought about by the false feeling top sides and underbody with a special alloy of exclusion laws are removed; broadly speaking, of security which it will, be sure to produce, manganese broate. This gives an extraordis We shall have signed a Treaty—that solution many degree of toughness and strength, is nonof all political difficulties. Signed a treaty! corrosive and takes a perfect polish. A crew Only fancy that and with Russia ! That will of 60 picked mon has been engaged, and after Wildman has expressed the feeling of all be good enough for the British public, which the Shamrock has been built she will be taken there is only one kind of labour that succeeds treaty is synonymous with gaining an advant larger than Valkyrie III, and on improved tage. The advantage that we have gained in. naturally be very unwilling to look at this the present instance is the privilege of shutting in April. It is the intention to tace her in matter in this light, because their own country lour eyes for a period of years to facts which it is is a country in which white men can do manual mither important that we should watch closely from to-day, onwards; that is to say, Russin's in September. - Sir Thomas Lipton's yach; has stendy progress southwards through, Manchuria, dance with the will of the people of the country lienst by the agreement just signed, but will, if call the new yacht being built to detend the as it is also in Australia, but tropical countries anything be accelerated owing to the fact that Cup the Golden Rod after the agricular flower of canpot depend upon white labour the white she has hookwinked us with a treaty which the United States. This at least was the inman cannot do in this country what he can do conveys the erroneous impression, that Rus tention at the flate of the last mail, though the back on some other kind of labour. Now, the now than the tention at the flate of the last mail, though the back on some other kind of labour. Now, the now than theretofore. If you study the working though Mr. Iselin, who is acting on behalf, of

trouble for thoth liping, and, therefore, as far the subject; of this trenty, the practical senemi model and plan of construction. One recent years, the Franco-Russian, the Russo lis to be about 15 tons lighter. The Defender man is not competing with the native bucunso list; that she has given poor unfortunate hing, but the new bout is to be several feet France away all along the line, accepted shorter as well as having a flatter floor and be induced to do it, but the Chinaman by Lir money, patted her on the back, and rounder side. These changes are calculated doing so, creates trade where there was no let her take care of herself; and, that to improve on the points of the former boat trade before he came, he creates a market for after promising Japan to run Korea under without in any way lessening her power. Both regions before. In this consists developing a the influence of both should be equally balanced, covering the boat's frames as on the Defender, country. The up-country districts obtain she has almost got Korea in the palm of her and the command will be given to Hair, who

hand, and has oused the Japanese by every sailed the Vigilant against the Valkyric II. underhand measure of which Russian diplomacy. In the present contest the arrangements and is capable; and grd, that her agreement with conditions are thought to be such as will satisfy China has been used morely as a sort of both parties concerned and will prevent n legalising on paper of all the outrages she has recurrence of the unfortunate circumstances been perpetrating against the unfortunate that marred the last meeting. In addition to Manchurians under the guise of protecting her the Act of Congress giving harbour masters railway concessions.

Russian coffers; and as there is no question of a Joint Anglo-Russian action in the Far East we boats must leave 25 minutes in advance of the do not run any risk of falling into a similar trap starting of the yachts. 2. The committees can to that laid successfully for the Japanese in postpone the race if the course is not clear. Koren. The trap we shall fall into if we do not mind will be that formed by our overestimate of the value of a treaty which provides for Cup have been satisfactorily arranged we may nothing except for the withdrawal of our inte- await with confidence the forthcoming meeting rests in northern China, which will mean that in which the skill of British and American we shall passively aid and abet the carrying yachtsmen will be worthily matched. Withir out of that pathetic fatalist forecast of the last year there has arisen a strong feeling o Chinese, who maintain that Russia is cordiality between the British and American the grub which is slowly, but surely, devouring the mulberry tree (China). When | character as that of the America Cup' should

down to the main stalk, the Yangtsze Valley, ming Herald. which runs through the centre of the leaf, without opposition from us, then further food will be required, and if we do not prevent Russia coming so far, we shall have to kill the grub when she arrives there. That is where the danger in our present treaty lies. It is a treaty which tends to encourage the British politician to play hisfavourite game of the ostrich burying his head in the sand until it has gone too far.

Do not lend yourself to encourage that policy, my boy .- From The London Letter.

THE COMING YACHT RACE FOR THE AMERICA CUP.

The time for the great America Cup contests is drawing nearer and in yachting circles in Great Britain and the United States keen native servants are so unsatisfactory that interest is being manifested in the coming it is worth while to pay a Chinaman struggle. Sir Thomas Lipton's sponsmanlike action in coming forward to build a yacht to Consul-General Wildman is quite right; there endeavour to wrest the coveted prize from is hardly an industry in the country but will be across the Atlantic has been a matter of favourcountry where in most lines of industry white been freely expressed. The challenge must men cannot work and natives will not, the come from an organised yacht club of a alternatives are either to import Chinese who foreign country, incorporated, patented, or will work, or leave the work undone, let things. licensed by the legislature, admiralty, or other slide, let the country retrograde and fall to executive department, and the challenging yatht must be constructed in the country to ago; when the Spaniards first came they found | which the challenging club belongs. The Royal Ulster Yacht Club, of which Sir Thomas Lipton is a member, answers to the conditions, and the challenge emanating from it was accepted by the New York Yacht Club in August last. The dates on which the races for the America Cup are to be sailed have been fixed, and the first race will take place on October 3rd next, and the 5th, 7th, 10th, and 12th of October have been set apart for the remainder of the 'best of five' should it be found necessary to sail the full] series. During the last to years, however, the ? superiority of the American yachts has settled the championship without the necessity of sailing the whole five races. In the last contest, which took place in 1895, the competing yachts were Lord Dunraven's Valkyrie 711, and the American Defender, and the occasion is memorable not so much for the defeat of the aroused by the charges made by Lord Dunties. These, after examination, were held

Thomas on the defending American yacht. The treaty we have signed with Russin, of The Shanrock was to have been built at the which you should see the text before the end great Belfast shipping yard of Harland and flying machine, on the understanding that perience in the construction of the fastest and larger than Valkyrie III, and on improved

> British waters in the early spring with some of the crack yachts, and to sail for the Cup early been named after the national flower of Ireland.

effects of three most important trealies change is that the new hoat will have a disbetween Russia and other countries in real placement considerably less, and her lead keel Inpanese, and the Russo Chinese contracts: Iniled to give satisfaction in reaching and run-

special powers to keep the course clear, and the Our existing treaty with Russia is not of a appeal to the public issued by the New York nature to cause British money to flow into Yacht Club the following improved conditions are to be observed :- 1. Tugs and excursion Water line marks must be placed aft as well as at the bows. Now that all the details for the nations, and an international contest of such a in years to come the grub has eaten his way strengthen the bond of union,-Sydney Mor-

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Hongkong, 9th June, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

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Hongkong, 20th May, 1899.

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Capt. F. Kolord Capt. van Corbach Mr. J. Lamke Mr. G. H. Dann Mr. and Mrs. W. H Mr. C. W. Longuet Davis and child Mrs. C. W. Longuet Mr. A. L. Denison Col. H. Elsdale Mr. R. Mitchell Mr. S, A. Olliver Col. G. J. H. Evatt Hon, H. E. Pollock Mr. J. S. Ezekiel Capt. H.V. Prynne, Miss Ezekiel Mr. F. Ryan Mr. A. Forbes Mr. A. Sinclair Lt.-Col. A. R. Fraser Mr. A. G. Stokes

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Mr. A. I. Richardson Mrs. Armstrong & son- Mr. J. A. Ross. Lt.-Col. G. F. Browne. Capt. C. H. Simmonds. Mr. Alexander Donald R.A. Rev. F. Flynn, R.N. T. Mrs. Simmonds Mr. and Mrs. J. E. Mr. and Mrs. W. E. Kowloon Land and Building Co. Ld.—524 Major Long, A.S.C. Consul Valpicelli Major M. M. Morris, Madame Valpicelli Major M. M. Morris, Madame Valpicelli R.A. Mr. and Mrs. Whillow Hang Long Hotel Co. Ld.—529 Mrs. Movris Major and Mrs. A. F. Hang Long Hotel Co. Ld.—529 Hone and Mrs. R.D. Wight Humphrey's Estate and Finance Co. Ld.—793 Company Mrs. R.D. Wight Williams—Single Days 18 18 18 20 days 18 18 18 18 20 days 18 18 18 18 20 days 18 20 days

VESSELS IN PORT.

Steamers: AIRLIE, British steamer, 2,500, C. C. Kock 14th June - Kobe 8th June, General.

Gibb, Livingston & Co. AMARA, British steamer, 1,566, C. J. Mattock 7th June,-Sourabaya 30th May, Sugar,-Jardine, Matheson & Co. ATHENIAN, British steamer, 2,440, H. Mowatt 8th June,-Vancouver, B.C. 7th May, vis

Kobe and Moji 3rd June, Flour. - C. P. R.

BAMBERO, German steamer, 2,660, H. Mayer, isth June,--Moli 8th June, Coal --Carlowitz & Co.

BARON ARDROSSAN, British steamer, 1,829, Y. Mitchell, 1st June,-Batoum 21st April, Petroleum.-Arnhold, Karberg & Co. BREID, Norwegian steamer, 645, Johannessen, 13th June,-Singapore 6th June, Wood .-

DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan., -Manila 16th January. GLOUCESTER CITY, British steamer, 1,409, Nilsen, 28th May, Saigon 24th May, Rice. - Dodwell & Co.

GODAVEREY, French. steamer, 713, Orsim, 1st. April,-Saigon 25th March, General .-GOODWIN, British steamer, 2,832, Arthur Jackson, 9th June, -Moji 3rd June, Coal

- Mitsui Bussan Kaisha. HUPEH, British steamer, 1,894, G. Ramsay, 4th June, -Iloilo atst May, Sugar. - Butterfield

INGRABAN, German steamer, 894, E. F. Piper, 13th June, -Cebu 8th June, Sugar and Hemp.-Meyer & Co. .

KEONG WAI, British steamer, 1,115, R. Unsworth, 10th June,-Bangkok 31st May, and Swatow oth June, Rice and Timber.-Yuen

old, 10th June,-Hongay 7th June, Coals. -Butterfield & Swire. KONG BENG, British steamer, 862, F. W. Joslin, 12th June,-Saigon 8th June, Rice. -Woo Kee.

KUMSANG, British steamer, 2,075, Hay, 24th May, -Kuratsu 19th May, Coal.-Jardine, Matheson & Co. KWEIYANG, British steamer, 1,064, A.

Outerbridge, 14th June,-Canton 14th June, General.-Butterfield & Swire: MACHEW, British steamer, 996, T. E. Farrell, 12th June,-Bangkok via Koh-si-chang 6th June. Rice and Timber.-Yuen Fat Hong. MARIE JEBSEN, German steamer, 1,771, T. C. - Matthiesen, 12th June, - Canton 11th June, Ballast.—Jebsen & Co.

MENMUIR, British steamer, 1,980, S. J. George, " 5th June, - Sydney 13th May, Port Darwin 24th, and Manila 2nd June, General. Gibb, Livingston & Co. OLYMPIA, American steamer, 1,730, J. Truebridge, 8th June, Tacoma, U.S.A. 10th

May, General.—Dodwell & Co. PETRARCH, German steamer, 1,252, L. Shall, 12th June,-Iloilo 8th June, Sugar and General.—Sander, Wieler & Co. QUARTA, Germansteamer, 1,146, H. Johannsen, 10th June,-Saigon 6th June, Rice and

General.—Sander, Wieler & Co. SABINE RICKMERS, British steamer, 690, Nasbet, 7th June,-Bangkok 31st May, General.-Arnhold, Karberg & Co. SHERARD OSBORN, British schooner, 876, R. H. Dunmall, 13th June, Singapore 4th June, Telegraph Calle. Telegraph Co. Sillesia, Austrian steamer, 3,350, R. Mayer,

12th June, -- Singapore 7th June, General. -Sander, Wieler & Co. SUNGKIANG, British steamer, 994, C. B. Dodd, 10th May, -Manila 7th May, General.-Butterfield & Swire. TAICHIOW, British steamer, 862, P. S. Primrose,

10th June,-Saigon 6th June, Rice.-Yuen Fat Hong. TAIYUAN, British steamer, 1,459, R. Nelson, 14th June,-Moji 7th June, General,-Butterfield & Swire.

THYRA, Norwegian steamer, 2,150, Edwardsen, 10th June, Moji 3rd June, Coal. -Butterneld & Swire. TRITOS, German steamer, 1,033, W. A. Dinse, 5th June,-Saigon 31st May, Rice and

General.—Siemssen & Co. TRIUMPH, German steamer, 673, A. Rieke, ... 11th June,-Pakhoi 8th June, and Hoihow 9th, General.-Jebsen & Co. YEDO MARU, Japanese steamer, 1,068, S. Saito, 20th May, -Saigon 26th May, Rice.

-Dodwell & Co. YIKSANO, American steamer, 887, L. A. Muir, 12th June,-Iloilo 8th June, Sugar.-Jardine, Matheson & Co. ZAFIRO, American steamer, 675, A. C. Whitton, 13th Julie, -- Manila 9th June.

Sailing Vessels. G. C. Tobey, American bark, 1,390, J. F. Shurtlef, 4th May,-Tacoma 7th Nov., Timber.-Order.

HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar.,-Tacoma 12th Jan. Timber.--Master. QUEEN MARGARET, American ship, 1,999 Fraser, 5th Mar.,-New York 17th Sept.

Kerosine Oil.—Standard Oil Co. Rose, British bark, 465, Riekers, 12th June, -Freemantle, W.A. 1st May, Sandal Wood.—Siemssen & Co. SOFALA, British 4-mast ship, 2,160, Thomas Auld, 30th May,-New York 20th Jan.,

Case Oil.—Standard Oil Co. HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 15th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. o.f, guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hal-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.li.p. Com. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei

Barfleur, 1st class battleship, 13,000 tons, 14-4. guns, 13,163 i.h.p. Captain Hon, S. C. Colville, C.B., Yokohama. Bonaventure, 2nd class cruiser, 4,360 tons, 18

guns, 0,000 i.h.p., Capt. R. Montgomerie, Shanghai. Brisk, British cruiser, 1,770, tons, 6 guns, 5,600 h.p., Capt. Wrey, Wei-bai-wei. Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoc,

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Nagasaki. Esk, coast defence gunboat, 303 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick,

Fame, twin screw, torpedo-boat destroyer, 402. tons, 5,400 i.h.p., Lleut. Com. R. Keyes, Hongkong. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 j.h.p., Hongkong.

Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.li.p., Capt. W. Fisher, Manila Handy, twin screw, torpedo-boat destroyer, 260 tons o guns, 4,000 lin.p., Hongkong Hart, twin screw, torpedd-boat destroyer, 200 tons, 6 guns, 4,000 lih p. Hongkong. Hermione, and class cruiser, 4,360 tons, 9,000, i.h.p., 18 guny, Captain: G. Callaghan,

Vhillow H Dayison; Me long Sec in p., Com

Apple French: gunboat, 463 tons, 6 guns, 453

Apple French: gunboat, 463 tons, 463

Linut, gun vessel, 756 tons, a heavy guns, a Smythe, Shanghai. Pracock, 1st class gunboat, 755 tons, 6 guns, 1,200 j.h.p., Lieut-Comdn P. S. St. John

Phanix, sloop, 1,050 tons, 6 guns, 1,100 j.h.p. Com. R. P. Cochran, Wei-hai-wei. Plemy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. Green, Manila. Plover, 1st class gunbont, 755 tons, 6 guns, 1,200 i.h.p., Lieut, Comdr. S. V. Y. De M.

Cowper, Hongkong. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, en route Weihai-wei. Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Com. The Hon. G. A

Hardinge, Foochow. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast desence gunboat, 363 taps, 3

guns, 200 i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Victorious, British battleship, 14,000 tons, 32

guns, 12,000 l.h.p., Captain A. Schomberg, Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong. Wivern, coast defence ship, 2,750 tons, 4 guns, 1.000 i.h.p., Hongkong. Torpedo hoats in Reserve Nos. 8 and 20, 35,

36, 37 and 38, first-class; and 3 second-class

Kiukiang, British steamer, 1,240, C. F. Arn. Amerigo Vespucce, Italian cruiser, 1,200 tons, Capt. Zezi, Singapore. Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut. Com. Marques, Macno.

Eina, Italian cruiser, 3,530 tons, Capt. G. Giorello, en route Shanghai. Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun. Saida, Austrian cruiser, 2,350 tons, Capt. Guarde, Shanghai. Strombali, Italian cruiser, 3,359 tons, Captain

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Cantantnis, Shanghai.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p. Captain Molas, at Port Arthur. Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock, Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at

Nagasaki. -Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin

screw, 18 guns, 3,500 h.p., Capt. Screbrennikff at Vladivostock. Grentiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur,

Koreyels, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin

screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock. Navarin, Russian battleship, 10,000 tons, 10. guns, 9,000 h.p. Captain Tenriche, at Vladivostock.

Navezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain. Coprianoff at Nagasaki. Pamial Axova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, as

Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur. Rurik I Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.

Sirsoi Veliky, Russian battleship, 10,000 tons to guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur. Siviotch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, Vladinir Monomach, Russian cruiser, 6,000

tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 Zafiro, U.S. dispatch-vessel. h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt Roguli, at Vladivostock.

Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock Zablaka, Russian cruiser, 1,230 tons, 20 guns 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUBBIAN TORPEDO FLOTILLA. (BEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p.; speed

19.7 knots. (1st and 2nd class)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16.knots. Jantchichi, Russian torpedo boat, 87 tons, guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots Sieik, Russian torpedo boat, 23 tons, 1 gun, 220

220 h.p., 16 knots. Scotchera, Russian torpedo boat, 87 tons, 4 guns 970 h.p., 19 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun 220 h.p.; 16 knots. Strauss, Russian torpedo bont, 23 tons, I gun 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons,

h.p., 16 knots, Skorpion, Russian torpedo boat, 23 tons, 1 gun,

guns, 1,800 h.p., 22 knots. Ussurs, Russian torpedo boat, 140 tons, 4 guns 1,800 h.p., 22 knots. Flagship of Vice Admiral Alexeleff. Flagship of Rear-Admiral F. V. Dubossoff Flagship of Rear-Admiral Recunoff

Beautemps-Beaupre, French cruiser, 1,240 tons, 14 guns 895 h,p., Captain Ternet, at

Bruin French cruiser, 4.750 tons, 16 guns, .8,800 i.h.p., at Saigon, Comille, French gunbont, 473 tons, 6 guns, 63! h.p., Captain Simon, at Saigon. Descartes, French protected cruises 3,985 tons, 36 guns 63t i.h.p.; Captain Bernard, at

Etlaireur, Frenchicruiser, 1,608 tons, 15 guns, 3,408 l.h.p.; Capt. Texter, at Along Bay. Forfait. French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruisor, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 10 guns, 8,000 i h.p., Capt. Chesmar, at Toku. Lion, French gunbont, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.

Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizei, at Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.

Triomphanie, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, Franch flagship, 6,150, Capt. Houtet

Vipire, French gunboat, 463 tons, 6 guns, 44 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON. Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Remke, at Singapore.

Cormoran, German cruiser, 1,640 tons, 14 guns,

2,700 h.p., Comdr. Brussatis, at Friedrich

Wilhelmshaven. Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow. Irene, German cruiser, 4,400 tons, 22 guns 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons,

12 guns, 12,000 i.h.p., Captain Gulich, a Manilà. Kaiser, German, flagship, 7,676 tons, 28 guns ,800 h.p., Captain Stubenrauch, at Wei-

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons

22 guns, 8,000 h.p., Captain Truppel, at + Flagship of Rear-Admiral von Diederichs * Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON, Ballimore; U.S. cruiser, 4,413 tons, to guns 10,064 h.p., Capt. N. M. Dyer, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns 3,436 h.p., Comdr. E. D. Taussig, Manila. Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, en route Home Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at

Callao, U.S. gunboat, 132 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p. Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns 6,666, i.h.p., Capt. W. H. Whiting, Manila

Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. JaB, Briggs, at Hongkong. Culgor, U.S. supply-ship, 7,000 tons, 2,350 h.p Lieut. Comdr. J. W. Carlin, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila Irls, U.S. distilling-ship, 6,100 tons, 1,300 h.p. Lieut.-Coindr. N. T. Houston, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, a

Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Camdr. H. E Nichols, at Manila.

Monosacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Shang-Monterey, U.S. double turrel monitor, 4,084 tons, 4 guns, 5,244 h.p., Conidr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier, Olympia, U.S.-flagship, 5,760 tons, 14 guns 17,313 h.p., Capt. B. P. Lamberton, at Oregon, U.S. 1st class battleship, 10,288 tons 16 guns, 11,111 h.p., Capt. A. S. Barker

Petrel, U.S., gunboat, 892, tons, 4, guns, 1,095 li.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila. Yorktown, U.S. gunboat, 1,710 lons, 6 guns, 3,392 h.p., Comdr. C, S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons,

to guns, 3,800 h.p., Capt. R. P. Leary, at-Manila.

Post Office.

A Mail will close:-For Amoy and Tainsui-Per Formosa to morrow, the 16th instant, at 9 4.31.

For Wuchow-Per Kongpan to morrow, the icth instant, at II-A.M. For Swatow, Chefoo and Tientsin -- Per Kweiyang to morrow, the 16th inst, at 11 A.M. For Hongay-Per Amara to morrow, the 16th instant, at 11 A.M. For Amoy-Per Cheang Chew to morrow,

the 16th instant, at Tra.M. For Tientsin -Per Hermes to-morrows the 16th instant, at NOON. For Bangkok-Per Keongwat on Saturday, the 17th instant, at 9 A.M.

For Swatow, Amoy and Tamsui-Per Halmun on Saturday, the 17th instant, at 9 a.M. For Amoy, Moji, Kobe, Yokohama Victoria and Tacoma-Per Olympia on Saturday, the 17th instant, at 10 A.M. For Port Darwin, Thursday Island, Cook-

town, Cairns, Townsville, Brisbane, Sydney, and Melbourne-Per Talywan on Saturday. the 17th instant, at 10 A.M. For Shanghai-Per Hunan on Saturday, the Tidinsiant, at 10 Ambile For Singapore, Penang and Calcutta-Per Kumsang on Saturday, the 17th instant, at

For Europe, &c. India, yia Tuticorin Per. Last on Saturday, the 17th instant, at 1 (A.M. For Manila-Per Diamante on Saturday, the 17th instant, at 3 P.M. For Port Darwing Thursday Island, Cook, town, Townsville, Brisbahe, Sydney, and Melbourne-Per Airlie on Saturday, the 17th inst. Saikong, British stesmer, 250, Kwong, Wang,

on Monday, the Joth instant at 9 a.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Lil, American Jorcha. Honolulu and San Francisco Per City vi Kongpak, British steamer, 147, C. C. Jones, Pobing on Thursday; the sand instant, at 16 Kwong Lee Steamship Company For Europe, &c., India; viz Tuticorio-Per Lorches and Bohomers, Cally here

Nubia on Saturday, the 24th instant, at 11 L.H. Kutsing, lorcha 150, Reynolds, Hongkong to For Nagasaki, Kobe and Yokohama-Per & Canton, Hung Kum Sings

JAPANESE MEN-OF-WAR.

Battleships.

Vaskimar ist class, 12,460 tons, 38 guns, 14,000 h.p.; at Yokohama. Fu) (, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki. Cainyen, 2nd class, 7,330 tops, 22 guns, 6,200 h.p., Yokohama:

Coast Defence Ships. Matsushimu, 1st class, 4,277 tons, 25 guns, 5,400 hip., at Manila." Itsuskushinia, 18t class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki, Haskidale, est class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu. Kongo, and class, 2,550 tons, 13 guns, 2,035 Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,

Helyen, and class, 2,600 tons, 15 guns, 2,400

Crnisers. Kasagi, protected cruiser, 1st class, 4,978 dons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. kashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. oshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. Takasago, projected cruiser, 1st class, 4,227. tons, 30 guns, 10,000 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700

Aklisusu, projected pruiser, 1st, class, 3,150 26 guns, 8,500 h.p. Sunta, protected cruiser, 1st class, 2,700 tons, Ideumi, protected cruiser, 1st class, 2,950 tons,

20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at

Miyako, and classi 1,800 tons 34 guns, 5,000 h.p. Takao, and class, 1,764 tons 15 guns, 2,400 h.p. Yaeyunia, 3rd class 1,600 tons, 10 guns, 5,630 Tsukush., 3rd class, 1380 tons, 12 guns,

Bloops and Corvettes. Musashi, 1,490 tons, to guns, 1,600 h.p. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p. Painate, 1,480 tons, 10 guns, 1,600, h.p. Tenrit, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Antagi, 1,030 tons, 13 guns, 720 h.p.

Oshima, 640 tons, to guns, 1,200 h.p., at Kanko. Akagi, 620 tons, 10 guns, 700 h.p., at Clicioo. Atago, 620 tons, 10 guns, 700 li.p. Maya, 620 tons, to guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusani. Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinio, 490 tons, 5 guns 472 h.p. Chineri, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p.: Chin Pui, 500 tons, 9 guns, 455 lip. Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunbent. Tatsuta, 875 tons, 6. guns, 5 torpedo tubes, 5,500 h.p. Torpedo-bonts.

Ikadusch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong, Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. 14-boats (Creusot), 56 tons, 2 torpedo-tubes, boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes, 2 boots (Schichau), 90 tons, 3 torpedo-tubes, bonts (Yarrow), 40 tons, 3 torpedo-tubes,

boats (Yarrow), 40 tons, 3 torpedo-tubes,

Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, to guns, (used as gunnery training ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns, (used as training ship.). Manjiu, sailing-ship, 877, tons, 6 guns,

(used as training ship.) Trükuba, wooden screw steamer, 1,989 tons, 10 guns, 520 hip. (used as training ship.); Asama, sailing corvette, 1,420 tons, 12 guns: (used as a hulk.) Tinger wooden paddle steamer, 1,465 tons, 2

small guns. (used as torpedo training ship. RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, S. W. Goggin, -Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,800, A. M. Patrick,— Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-ABaiterfield & Swire-Hoj-tong Chinese steamer, 409 tons, Captain Austen.—Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai

Hongkong and Macao Heungshan, British steamer, 1,055, W. E. Clarke Hongkong, Canton and Macao Steamboat Co.

Chun Wai, British steamer, Kwong Wan S.S.

Maoro and Canton. Vhite Cloud, British steamer, 753, A. Cruick shank,-Hongkong, Canton, and Macao Clangtung, Chinese steamer, 583, Holmes,-China Merchant Steam Navigation Co.

Canton and West River Lungkiang, British steamer, 108, Nunes,— Hongkong, Canton and Macao Steamboat Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat ity of Whampon, Chinese steamer, 40, An

Hongkong and West River Steamship Co For Sydney and Melbourne Per Chingly Cheung Kong, Y. Kun, 18, Kwong Wan S,S.

Sun Chow, Chinese steamer, Ah Yon.